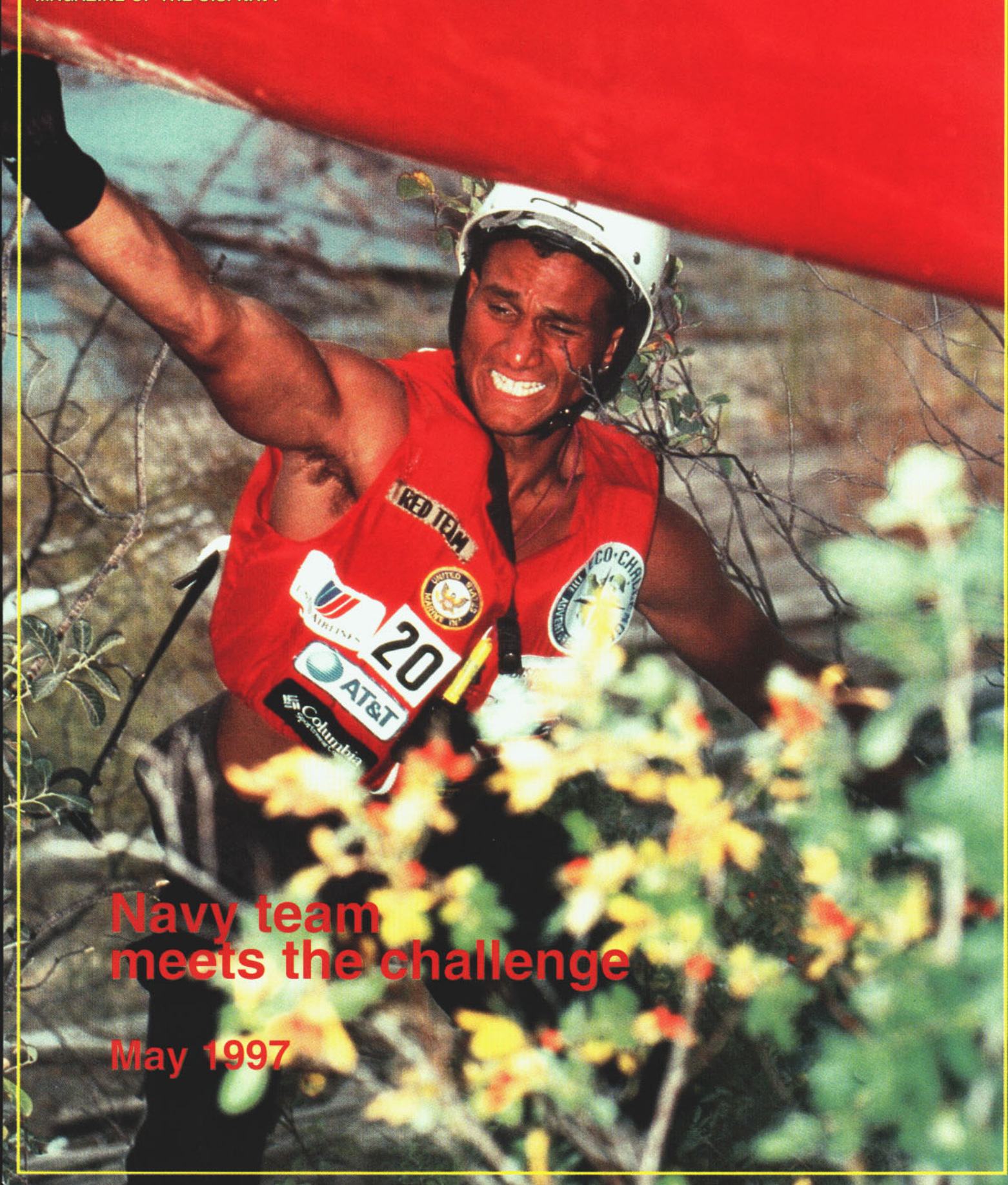


ALL HANDS

MAGAZINE OF THE U.S. NAVY



**Navy team
meets the challenge**

May 1997

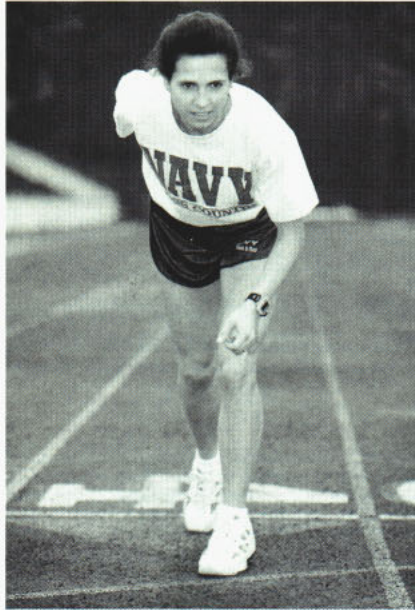


Photo by PH2 Robbie E. Russell

MS2 Arlland S. Ibit, from Santa Rita, Guam, wears the "Red Man" suit to aid QM3 Dana D. Bogart in demonstrating self-defense techniques. Ibit is the assistant coordinator for the Auxiliary Security Force at NAS Oceana, Va.

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EN2(SEAL) Jody McIntyre transports the Red Team's canoe from the land to the river phase of the Eco-Challenge. Photo by Michael Melford, Discovery Channel.

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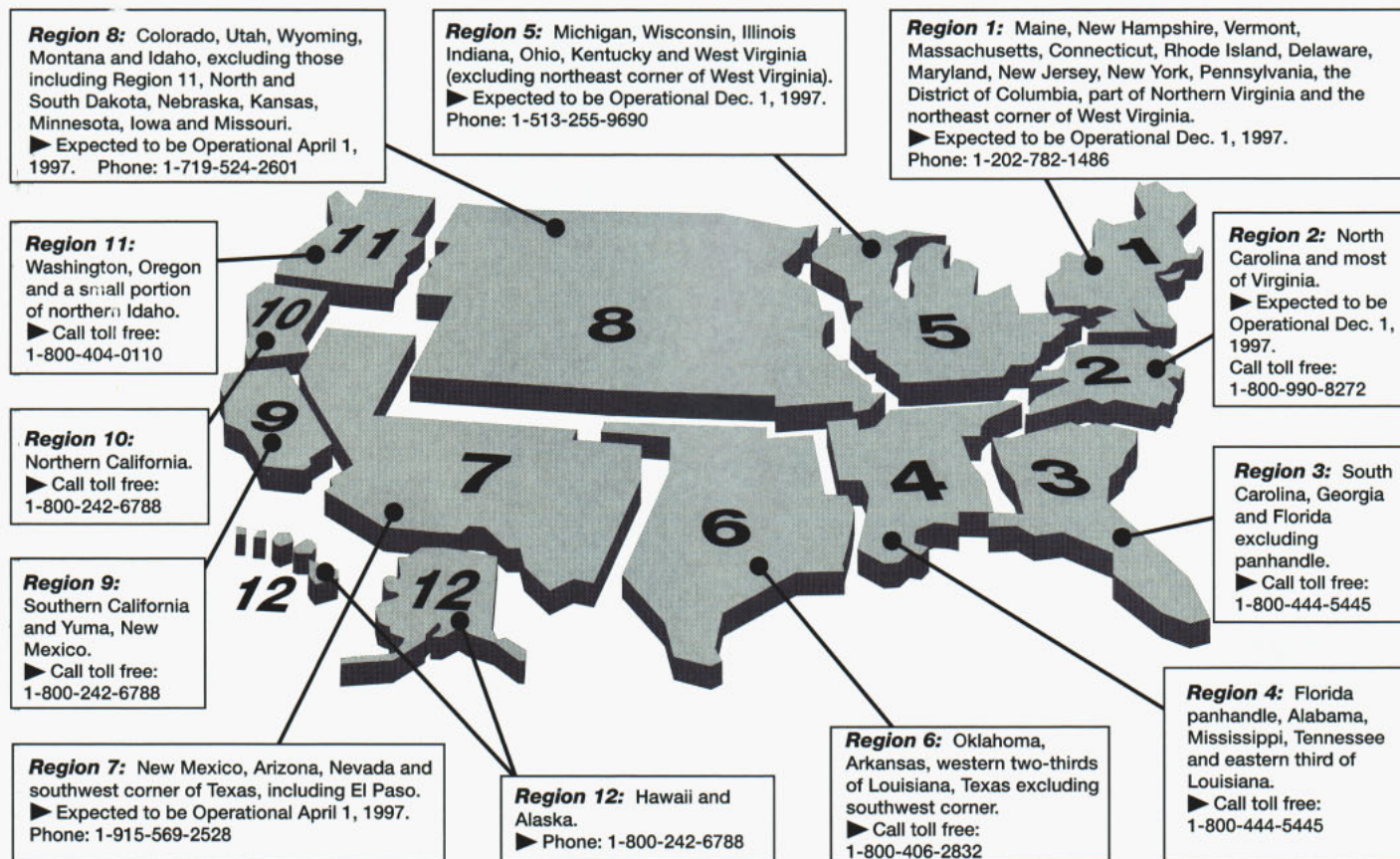
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Charthouse

TRICARE questions? Help is available!

If you have questions about your military health care benefits under TRICARE, there are many places to get answers. Each medical facility has a Health Benefits Advisor, Managed Care Office or TRICARE Service Center.

This should be your first contact for information. The telephone numbers for each region, where you can call and get information about TRICARE and your health care benefits are listed here for your convenience. ‡



Good news for Sailors in FY98/99 Navy budget

The FY98/99 DOD budget proposal shows strong support for pay raises, maintains the current emphasis on quality of life initiatives and keeps the balance between readiness and force structure. It must be approved by Congress before it becomes effective.

"If you talk to the troops, the first issue they'll raise is pay," said Cohen.

The proposed budget includes a

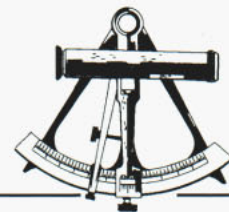
2.8 percent pay increase in FY98 and a 3.0 percent increase in each of the next four years, the maximum permitted under current law.

The new budget also sustains efforts to improve living quarters for both married and single Sailors.

The plan calls for 905 new and replacement family housing units and 5,676 additional bachelor spaces as well as replacement or modernization

of 1,032 existing bachelor spaces. It also includes \$385.1 million for improvements to existing family housing units.

The construction program supports the DOD "1 + 1" standard for single personnel which calls for one bedroom and one bathroom per occupant and will ensure enlisted Sailors have quality living conditions in barracks. ‡



Navy has official website

The U.S. Navy's official website is now at <http://www.navy.mil>. Established in November 1993 as a repository of information for the worldwide community of Navy public affairs officers, the web site has since become a powerful vehicle by which the Navy communicates with the Navy family, the U.S. taxpayers and the media.

The site provides a wealth of information, news and special


features. A comprehensive alphabetical subject index lets visitors easily find what they are looking for among 4,100 files. There is also a Contents page that highlights important site features.


The web site is managed by the Navy Office of Information in the Pentagon, with hardware and software support from Naval Computer and Telecommunications Stations, Pensacola, Fla. ⚓

SEALS begin recruiting

Following current technological trends, Naval Special Warfare now has its first official web site. Hosted at <http://webix.nosc.mil/seals> the site provides information on training, minimum entrance requirements and points of contact.


A toll-free number is also available at 1-888-USN-SEALS. ⚓

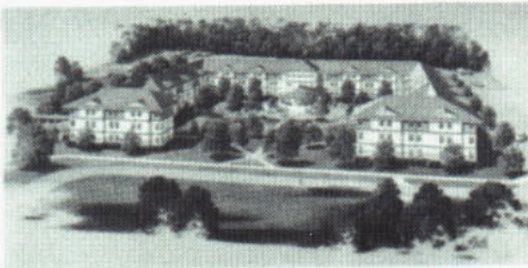
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The Navy Exchange Service Command (NEXCOM) and Naval Facilities Engineering Command has teamed up to bring Sailors and their families a consolidated directory of all Navy Lodges and bachelor housing.

This handy, easy-to-use book can help you book your own reservations worldwide. Don't leave homeport without it!

For a free copy of this valuable guide call 1-800-NAVYINN and tell them *All Hands* sent you. ⚓

High tech health care for Sailors at sea

Story by JO2 Art Picard

When a USS *Enterprise* (CVN 65) senior chief went to the ship's medical department to check on the condition of his Sailors, he never suspected he might save his life.

The wart between his eye and nose was something he'd lived with for years. More a nuisance than anything else, he'd often considered using "Wart Away" to get rid of it once and for all.

It wouldn't have worked.

"The senior medical officer said he suspected the wart was really skin cancer," said Senior Chief Aviation Boatswain's Mate (Aircraft Handling)(AW) Terry L. Hensley. "He thought it was basal cell carcinoma and the general medical officer agreed with the diagnosis."

But with the growth so close to his eye, doing a biopsy might have damaged either the eye or the muscles around it. A second opinion was needed.

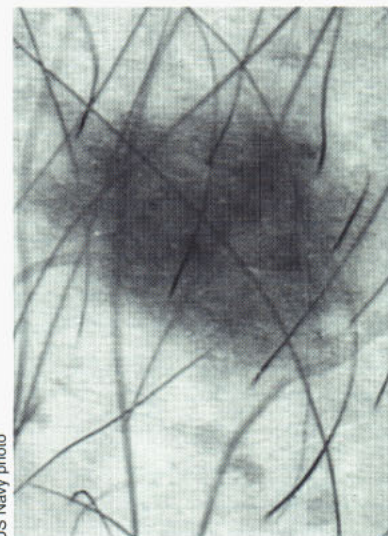
Fortunately for Hensley, *Enterprise's* medical department had installed new telemedicine equip-



Photo by PHAN Jacob Hollingsworth

USS *Enterprise* surgeon LCDR Bill Lynch uses a dermatoscope to beam a skin lesion condition back to a dermatologist at National Naval Medical Center, Bethesda, Md., during a dermatology consult.

ment before the ship deployed. The equipment provides two-way audio and video communication between the ship's medical department and physicians from National Naval Medical Center (NNMC), Bethesda, Md., and



US Navy photo

Photo of dermatological lesion sent via the Care Link Telemedical Media to National Naval Medical Center, Bethesda, Md.

Naval Medical Center, Portsmouth, Va. Hensley was the medical department's first case for the state-of-the-art equipment.

"Telemedicine allows us to call on the specialists of these hospitals and gives us the option of getting a real-time opinion if it's an emergency, or do a 'store and forward,'" said CDR Charles Barker, *Enterprise's* senior medical officer (SMO). "Using the store and forward method lets us get information together, send it electronically and, within a very

Telemedicine



U.S. Navy photo

Dr. (CDR) Richard S. Bakalar and HMC Richard Hinesley examine a skin lesion taken aboard the USS *Enterprise*. The image was sent electronically to National Naval Medical Center, Bethesda, Md.

short period of time, get an opinion on the problem."

The SMO used the equipment in "store and forward" mode to send a photograph of the growth directly to Bethesda. Within 24 hours a specialist viewed the pictures and sent an e-mail back recommending the patient be medevaced as soon as possible and the growth be removed. "It wasn't as much a question of diagnosing the problem as it was working out the best medical care in the fastest possible time for the patient," said Ship's Surgeon CDR Bill Lynch.

Within days, the senior chief was on his way from the Mediterranean Sea to Bethesda. There, the physicians gave him a local anesthetic and removed the

growth. When they performed a biopsy on the growth, they found it was skin cancer.

"The cancer would have killed me eventually after horribly disfiguring my face," Hensley said. "I just thank God that the senior medical officer noticed it,

treatment for persistent headaches. He, along with an *Enterprise* Sailor who had experienced gait and balance problems after a head injury, were recipients of the telemedicine system's real-time capabilities.

They were able to talk with

LCDR Neil Anderson, a neurologist from Portsmouth Naval Hospital.

"We thought we'd have to send the Sailor with the headaches to shore to have him seen by a neurologist," Barker said. "After consulting with a

specialist, we learned the Sailor's headaches could be effectively treated onboard.

"In the case of the Sailor with gait and balance problems, the neurologist observed the Sailor perform some basic balance tests

"The best of Navy medicine has truly arrived on the deckplate."

**CDR Charles Barker,
senior medical officer
USS *Enterprise* (CVN 65)**

and that medical had the facilities to treat me before it had progressed too far."

In a dual case using telemedicine, a Sailor from USS *Gettysburg* (CG 64) part of *Enterprise's* Battle Group, wasn't responding to local

Telemedicine

and determined he should be sent back for further evaluation and treatment."

Another use of the telemedicine equipment took place when a Sailor from USS *LaSalle* (AGF 3) was hit by a baseball on the left side of his forehead. The impact caused nerve damage to the Sailor's left eye making the iris unable to expand and contract normally with different variations of light.

"We were very concerned because we thought he might have an internal head injury," the SMO said. "So we decided to use telemedicine, in this case, teleophthalmology, to get an opinion from ophthalmologists at Bethesda."

Enterprise's medical department linked up live with the NNMC and, using an ophthalmoscope with a camera on it, the medical department showed the

physician in Bethesda highly magnified images of the Sailor's

receive the telemedicine equipment. But, according to Barker,

Enterprise's telemedicine equipment has some updates.

"We received the video slit lamp equipment, which allows us to send special images of the optic system," said Barker "We are the first ship to have this capability."

Another feature unique to *Enterprise's* telemedicine system is called telemicroscopy, a camera mounted on a microscope that can send real-time (or snapshot) pictures of microscopic images such as blood cells.

"Telemedicine has definitely improved the quality of health

care given to our Sailors at sea," Barker said. "The best of Navy medicine has truly arrived on the deckplate." †

Picard is assigned to USS Enterprise, public affairs office.



CDR Charles Barker, the senior medical officer aboard USS *Enterprise* (CVN 65), takes a 'snapshot' of a skin lesion using the ship's telemedicine equipment. The image is digitized and is sent electronically, with a written consultation, to a dermatologist at the National Naval Medical Center, Bethesda, Md., using the equipment's 'store and forward' function.

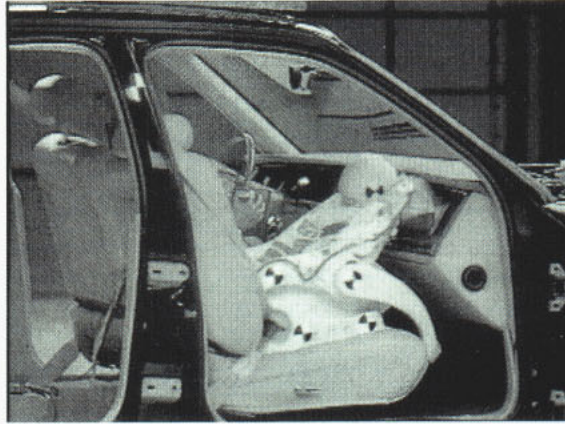
eye. Studying the images, the ophthalmologist advised *Enterprise* doctors that the problem was most likely external and could be treated on the ship with special drops.

Enterprise is the second ship to

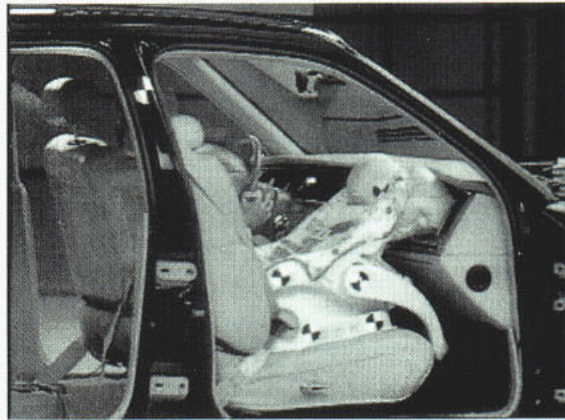
Deployment of an Air Bag

Rear-facing child safety seat installed on passenger side of vehicle equipped with dual air bags

**Why
You
Should
Never
Install
Child
Safety
Seats
in
Front!**



Air bag
undeployed



Air bag
beginning to
deploy



Air bag
fully deployed

Photographs Courtesy of the Insurance Institute for Highway Safety

Get smart ab

Story by JO2 Chris Alves

Imagine driving down the highway as your 3-year-old child stands in the well of the front seat floor. Suddenly, another car crosses the median and slams into your car, causing the air bags to deploy. In most circumstances, the air bags would save lives, but not in this case. The air bag, opening up at 200mph, breaks your child's neck.

Or, picture this. You're driving down the road with your baby safely buckled in a rear-facing child safety seat. All of a sudden, a car runs a red light and slams into your car. The front dual air bags deploy as designed, but as the driver's air bag saves your life, the other air bag takes your baby's life. It wasn't a matter of the air bags not working, it was a matter of putting the baby in the wrong seat – the front seat.

Both of these scenarios can happen. According to Dianne Steed, a former administrator of the National Highway Traffic Safety Administration (NHTSA), Washington, D.C., it happens all too often.

Air bags have saved the lives of at least 1,750 drivers and passengers since 1985 NHTSA reports. Air bags have been blamed for the deaths of 38 children, none older than nine, and 24 adults.

Most of these deaths were because the victims were not wearing or improperly using seat belts, or sitting too close to the air bag. Seat belts are still considered the primary crash protection for drivers and passengers, NHTSA said.

Most of the children who were killed were infants sitting in rear-facing car seats positioned in the front seat. Safety officials say children under 12 years of age should never be allowed to sit in the front seat of a vehicle.

"Never put a rear-facing infant seat in the front seat of a car [because it could] kill the infant when the air bag deploys," Steed said.

Air bags on the market today deploy with so much force because they are designed to protect the

Riding Safe

Since 1985 there have been about 780,000 air bag deployments, saving at least 1,750 lives. Here are recommendations for motorists concerned about air bag safety.

- ☐ Always wear seat belts and shoulder harnesses. These are your primary safety devices in auto crashes.
- ☐ Always put infants and small children in rear seats. Use the appropriate child protection seats for infants and toddlers.

0-20 lbs:	Rear-facing safety seats
20-40 lbs:	Front-facing safety seats
40-70 lbs:	Booster seats
70+ lbs:	Back seats

- ☐ Read your vehicle owner's manual to help determine the proper sitting position for adults in front seats. The best advice for small drivers is to wear safety belts and make sure that the front seat is pushed as far back as is practical to still be able to drive safely. Pedal extenders may help some small drivers.

- ☐ Keep in mind that the numbers are in your favor with air bags. According to all available responsible sources, air bags save more lives than they cost, including the lives of small adults.

out air bags



! WARNING

DEATH or SERIOUS INJURY can occur

- Children 12 and under can be killed by the air bag
- The **BACK SEAT** is the **SAFEST** place for children
- **NEVER** put a rear-facing child seat in the front
- Sit as far back as possible from the air bag
- **ALWAYS** use **SEAT BELTS** and **CHILD RESTRAINTS**

"average unbelted adult," which the NHTSA defined as an adult male who is 5-foot-9-inches tall and weighs 165 pounds. Smaller adults, especially women, and small children are more vulnerable to the impact when the air bags inflate. Pregnant women are also more at risk.

According to Mark Edwards, managing director of traffic safety for the American Automobile Association (AAA), "The real important part to remember is that every one of these children who has died has either been unrestrained or not restrained properly." Edwards added that if a child has outgrown a child safety seat, they need to be in a booster seat.

"A booster seat [raises a child up] so the restraint system holds them," he said. But, the real issue according to Edwards is the proper use of restraints and putting kids in the back seat. "It's really the safest place to be not only for children but for adults as well."

The problem is, how do you get kids to want to sit in the back? Education is the solution.

Through a campaign sponsored by the Chrysler

Corp., AAA, American Academy of Pediatrics and an air bag manufacturer, Morton Industries, a new safety campaign called, "The ABC's of Air Bag Safety," is now available. The instructional package includes a video, "The Back Is Where It's At,"

featuring Bill Nye, the Science Guy and pamphlets and literature, that are given to children in every school in the United States.

"It's a terrific message and we're now getting calls from people who saw the videos or read the brochures when their kids get home," Steed said. "We're trying to change the culture of where children ride in

this country and trying to let the children know it's really a neat place to ride," she added.

According to NHTSA, the best safety advice remains the same. Drivers and passengers should always buckle up, and children under 12 years old should ride in the back seat.

For more information about air bags or child passenger safety, call NHTSA's toll-free auto safety hotline at 1-800-424-9393. ‡

Alves is a photojournalist assigned to All Hands.



IRONMAN Triathlon:

Taking on the 'ultimate human stress test'

Story and photos by JO1 Robert Benson

The pungent odor of sports cream and sun block filled the air as 1,442 athletes from around the world crowded together in waist-deep water, waiting anxiously for the starting cannon to signal the beginning of the race.

Wading among the huddled mass of muscle stood the imposing figure of Dental Technician 2nd Class Don White, one of five Navy athletes who competed in the annual sporting event. White, a seasoned, 33-year-old triathlete, didn't appear fazed by the incredible 140-mile feat in front of him. He has endured this kind of self-imposed punishment before.

"You can't escape the pain," said the native of Hyattsville, Md. "But the more pain you put into your training, the less painful it will be on the day of the race. Everything points to training."

The annual Ironman Triathlon is

the same painful journey every year: a 2.4-mile swim, followed by a 112-mile bike race and then a 26.2-mile run — all done back-to-back with the clock ticking.

7 a.m.

The scene at the beginning of the race was chaotic.

Among the triathletes awaiting the starter's gun were 22 military and four other Sailors who joined White at the starting line with their goals and dreams.

According to LT Stephanie Green, "I made it a goal to do the Ironman 18 years ago after I saw Julie Moss do her historic crawl across the finish line on the "Wide World of Sports."

Fireman Ben Sambrano's goal is to never drop out of a race. "I feel if you do it once, you'll do it again. I always finish what I start."



7:00 a.m.

Like a great trout spawning drive, 1,442 triathletes set out for the 2.4-mile swim.



8:11 p.m.

Then, it's 112 miles of biking.



Noon

Followed by a 26.2-mile marathon. A triathlon requires an incredible amount of training.

► Five minutes before the start of the 1996 Ironman, Brian Delmise takes one last drink.

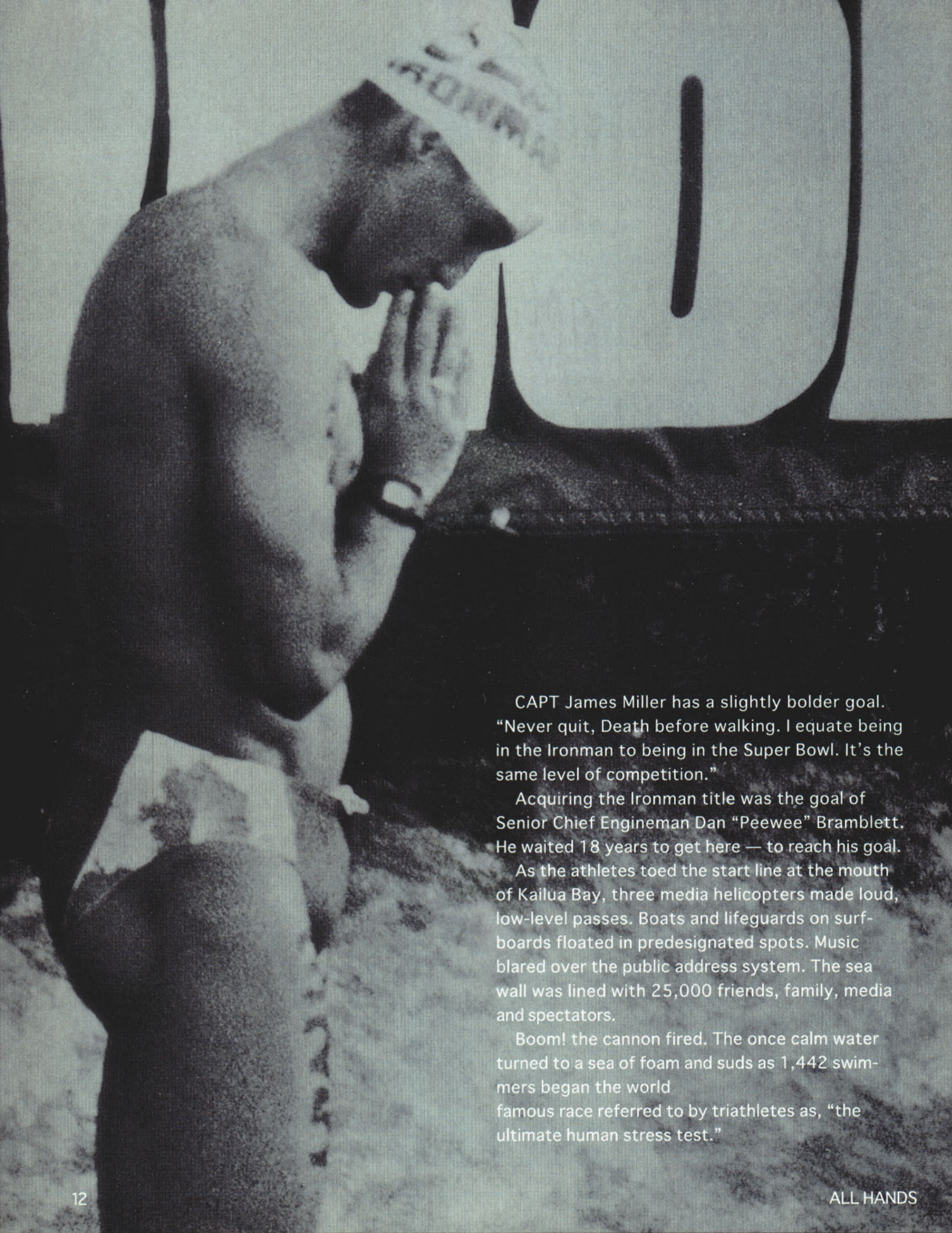


◀ Nobutake Makihara grimaces as he is loaded onto a stretcher at the finish line. Sheer will and strong mental focus carries him the 140 miles - a distance which his body painfully accepted - but just barely.

Navy Ironman

Name Duty station	2.4-mile run	112-mile bike ride	26.2-mile run	Total time
DT2 Donald White San Diego	1:10:14	5:28:54	4:00:05	10:39:13
LT Stephanie Green Oak Harbor, Wash.	1:07:36	6:24:35	4:00:19	11:32:30
FN Ben Sambrano Sausalito, Calif.	1:34:12	6:58:01	4:32:57	13:05:10
CAPT James Miller Monterey, Calif.	1:43:02	7:21:18	4:38:47	13:43:07
ENCS Bramblett Panama City, Fla.	1:13:16	6:22:15	DNF	DNF



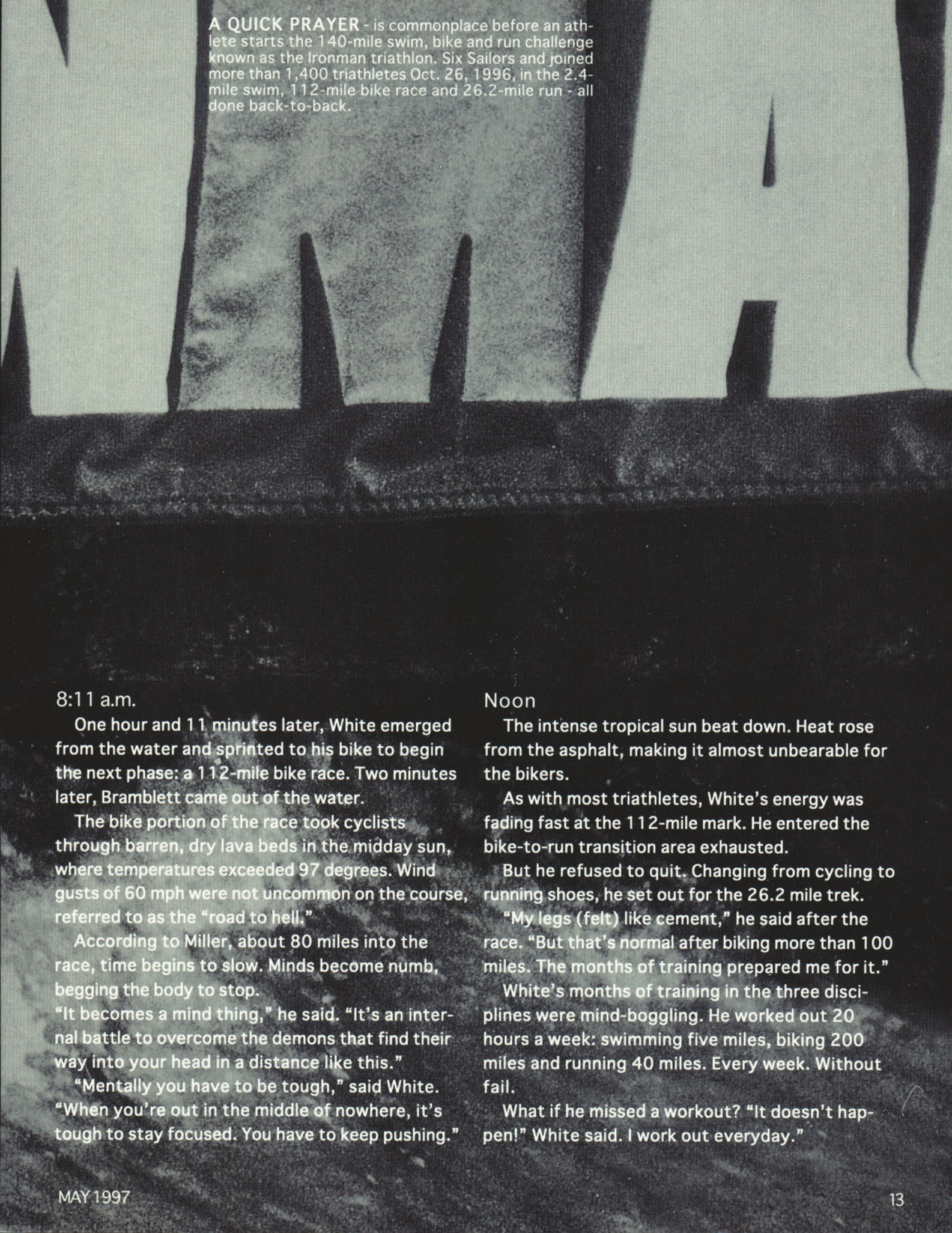


CAPT James Miller has a slightly bolder goal. "Never quit, Death before walking. I equate being in the Ironman to being in the Super Bowl. It's the same level of competition."

Acquiring the Ironman title was the goal of Senior Chief Engineman Dan "Peewee" Bramblett. He waited 18 years to get here — to reach his goal.

As the athletes toed the start line at the mouth of Kailua Bay, three media helicopters made loud, low-level passes. Boats and lifeguards on surfboards floated in predesignated spots. Music blared over the public address system. The sea wall was lined with 25,000 friends, family, media and spectators.

Boom! the cannon fired. The once calm water turned to a sea of foam and suds as 1,442 swimmers began the world famous race referred to by triathletes as, "the ultimate human stress test."



A QUICK PRAYER - is commonplace before an athlete starts the 140-mile swim, bike and run challenge known as the Ironman triathlon. Six Sailors and joined more than 1,400 triathletes Oct. 26, 1996, in the 2.4-mile swim, 112-mile bike race and 26.2-mile run - all done back-to-back.

8:11 a.m.

One hour and 11 minutes later, White emerged from the water and sprinted to his bike to begin the next phase: a 112-mile bike race. Two minutes later, Bramblett came out of the water.

The bike portion of the race took cyclists through barren, dry lava beds in the midday sun, where temperatures exceeded 97 degrees. Wind gusts of 60 mph were not uncommon on the course, referred to as the "road to hell."

According to Miller, about 80 miles into the race, time begins to slow. Minds become numb, begging the body to stop.

"It becomes a mind thing," he said. "It's an internal battle to overcome the demons that find their way into your head in a distance like this."

"Mentally you have to be tough," said White. "When you're out in the middle of nowhere, it's tough to stay focused. You have to keep pushing."

Noon

The intense tropical sun beat down. Heat rose from the asphalt, making it almost unbearable for the bikers.

As with most triathletes, White's energy was fading fast at the 112-mile mark. He entered the bike-to-run transition area exhausted.

But he refused to quit. Changing from cycling to running shoes, he set out for the 26.2 mile trek.

"My legs (felt) like cement," he said after the race. "But that's normal after biking more than 100 miles. The months of training prepared me for it."

White's months of training in the three disciplines were mind-boggling. He worked out 20 hours a week: swimming five miles, biking 200 miles and running 40 miles. Every week. Without fail.

What if he missed a workout? "It doesn't happen!" White said. I work out everyday."

IRONMAN IN IRONMAN IN



Thirteen miles into the run, it became clear to Bramblett he wasn't going to meet his goal, and he would fall to the DNF (did not finish) category.

"Physically and mentally I was fine," he said. "But I ran into a [medical] problem that I just couldn't control. Medical picked me up and advised

me to stop.

"I have a new goal," said the 37-year-old senior chief. "It's to come back to Hawaii next year and finish what I started."

5:35 p.m.

For White, the finish line was near; only 500 yards to go. But they were the most painful for him. The only thing keeping him going now was sheer physical stamina and the thought of his family waiting for him.

Amid the crowd of screaming triathlete groupies, masses of media and swarms of fans, White spotted his wife Suzanne and his 14-month-old baby boy. Lurching to the sidelines, he grabbed Bradley Kona from his wife's outstretched arms and continued down the narrow path. Together they crossed the finish line — father and son.

"That was a very special moment in my life — in our lives," said White. "I'll never forget the look on his face."

Even though Bradley doesn't yet understand the incredible feat his dad accomplished in Hawaii, to his infant eyes, his dad, Don White, was and will always be an Ironman. ‡

Benson is a photojournalist assigned to Naval Base Pearl Harbor Public Affairs.



▲ After years of training with the goal of one day completing the Ironman, it's not hard to see why triathletes push so hard. Many competitors, like Ken Take, collapsed at the finish line; legs no longer willing to work. After an I.V. and a massage, Take was back on his feet.

◀ With son in arms, DT2 Don White completes the world's toughest marathon in 10 hours, 39 minutes and 13 seconds. White recorded the fastest Navy time, as he has done for the past three years. The San Diego Sailor is a five-time Ironman finisher with a personal best of 9:51:00.

From ensign to NFL

Story by JO1(SW) Jim Conner

As a kid growing up in Buffalo, N.Y., he spent most Sundays watching football during the long, cold winter months. His heroes were athletes, especially Jim Kelly of the Buffalo Bills. His dream in life was twofold — to be successful and play professional football.

ENS James Kubiak, damage control division officer aboard USS *Dwight D. Eisenhower* (CVN 69), was recently placed on the military reserve list by the Carolina Panthers, a new team in the National Football League.

"The Panthers currently have me in a non-active status," Kubiak explained. "It means I'm property of the Panthers and no other team can sign or try to recruit me. They want to retain me on the list indefinitely until I can play."

According to Kubiak, the Navy requires him to serve out his military commitment until May of 2000. Though he would relish the chance to play professional football now, Kubiak says he doesn't feel frustrated.

"I believe that everything happens for a reason," he said. "I believe that God has a plan for me and I accept it. I'm more than willing to serve my country and give something back for everything the Navy has done for me."

Shortly after high school, Kubiak attended Naval Academy Preparatory School before being accepted at the Naval Academy, Annapolis, Md., in 1991. It didn't take long before his talents were noticed and he soon became the Navy's No. 1 quarterback. After



ENS James Kubiak, *Ike's* damage control division officer, inspects a fire hose ensuring the equipment remains in top-notch working condition.

graduating in 1995, he remained temporarily assigned to the Academy. During that time, he received a call from the Panthers inviting him to a workout in their temporary training camp in Rock Hill, S.C.

"They flew me down and I had a good workout," said the 24-year-old athlete. "I went back to the Academy, received orders to Surface Warfare Officer School in November 1995, graduated the following April and reported to *Ike* in May."

Since reporting aboard *Ike*, Kubiak was invited

JIM

KUBIAK

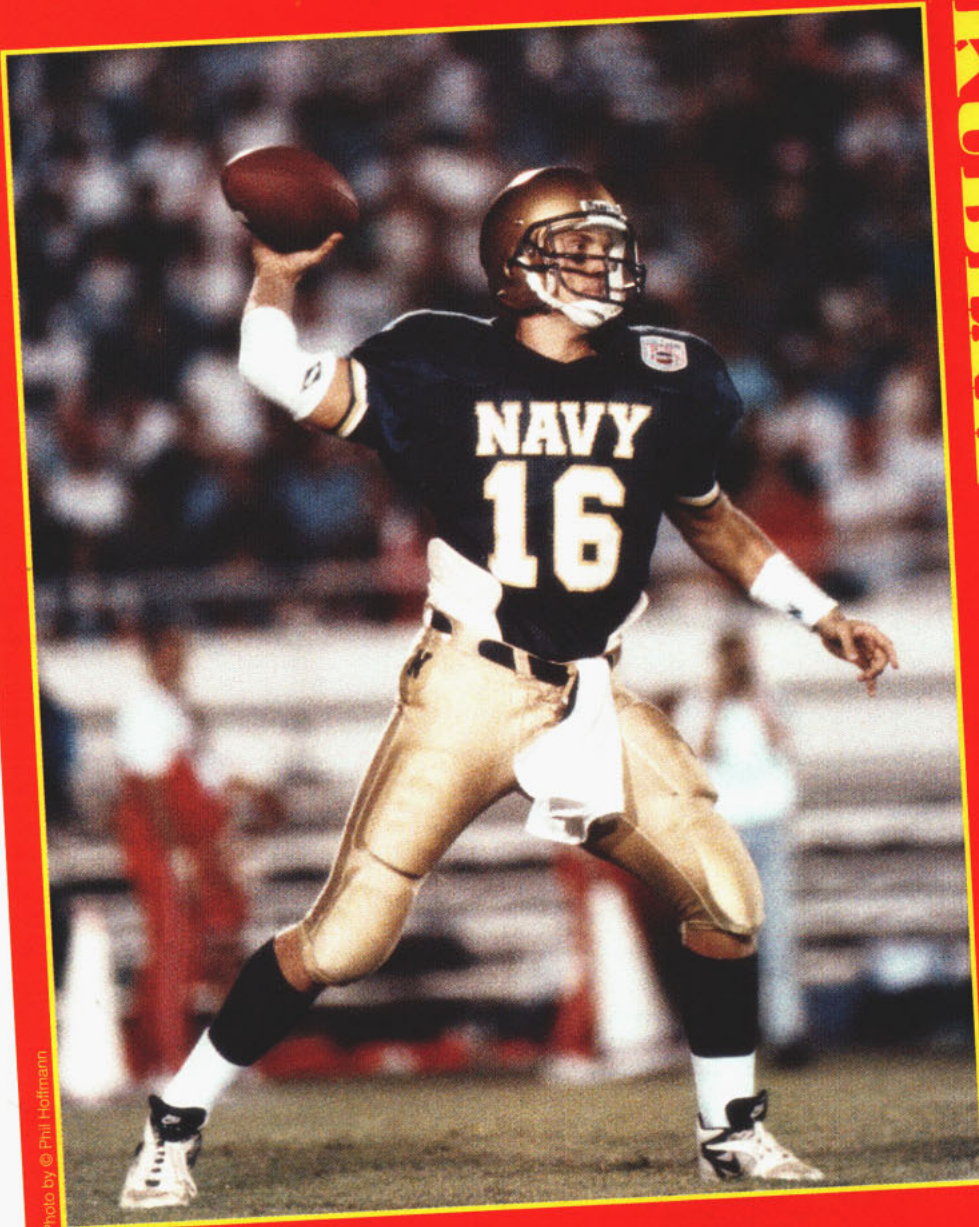


Photo by © Phil Hoffmann

A former Navy quarterback, ENS James Kubiak waits for his chance to play for the Carolina Panthers after completing his Navy commitment.

back to the Panthers' current training camp in Spartanburg, S.C., twice - once for a 5-day workout and again for a four-week training session.

Kubiak says though the lure of professional football stays on his mind, he loves the challenge of his job on *Ike*. "I have 42 Sailors in my division where I own 20 AFFF (aqueous film forming foam) stations, 10 repair lockers, list control and all CO₂ (carbon dioxide) and APC (aqueous potassium carbonate) systems onboard," he explained. "What makes my job so enjoyable is the professionals I've

had the opportunity to work with. There's always plenty of work and never a dull moment."

Kubiak keeps his 6-foot-2-inch physique in top shape by working out everyday in the ship's gym. His goal is to stay fit, continue his naval career until the end of his Navy commitment and then he'll set his sights on professional football.

"I may be considered a long shot," he said as he smiled. "But so were Jim Kelly and Johnny Unitas." ‡

Conner is assigned to public affairs office of USS Dwight D. Eisenhower (CVN 69)

Hospital corpsman capture

Story by JO2 Jason Thompson,
photos by PH3 Sam Dallal

One look at the race walker's well-built physique says he's an athlete. His lean, muscular, 5-foot-10-inch frame and powerful legs propel him at a heart-wrenching pace across the pavement.

Another look at the same man in his office at Naval Hospital

Twenty-nine Palms, Calif., reveals a sharp, squared-away Sailor. He wears a smoothly pressed khaki uniform, spit-shined leather shoes and two shiny brass anchors on his collar.

For Senior Chief Hospital Corpsman Warrick Yeager, success as a Sailor and an athlete fall under the same set of principles.

"In the Navy, you can accomplish just about anything if you're willing to put in the time and effort," said the 17-year veteran. "The same thing goes for serious athletes. To make it, you have to train hard day in and day out."

Yeager's hard training resulted in him being selected the 1996 Male Athlete of the Year by the U.S. Military Sports Association. Capturing the prestigious title as the Navy's best athlete isn't something he takes lightly.

"This means a lot to me," he said. "Out of all the great athletes competing in the Navy all over the world, it's a great honor to have been selected."

But Yeager said he's just getting warmed up. His sights are set on the 2000 Summer Olympics in Sydney, Australia. There, if he makes the U.S.

Race Walking Team, he hopes to become the first American in 30 years to win a medal in the event.

"If I don't go for it 100 percent, then I'll always be saying 'what if'," he said. "If I don't make it, at least I can say I gave it my best shot."

At 42 years old, he has nothing to lose and everything to gain. He is already the world race walking champion in the 5 kilometer event in his age group. Yet, he insists the biggest factor in any athletic competition is desire — not age.

"Somebody at age 22 should physically be able to beat me," he explained. "But most don't have the drive and desire that I do. They just don't want it as much."

Yeager has been walking away from his opponents ever since he took up the increasingly popular sport two years ago. Since then, he's competed in thirty race walking events and has racked up 16 first, 10 second, and 4 third place finishes.

He stressed that physical fitness

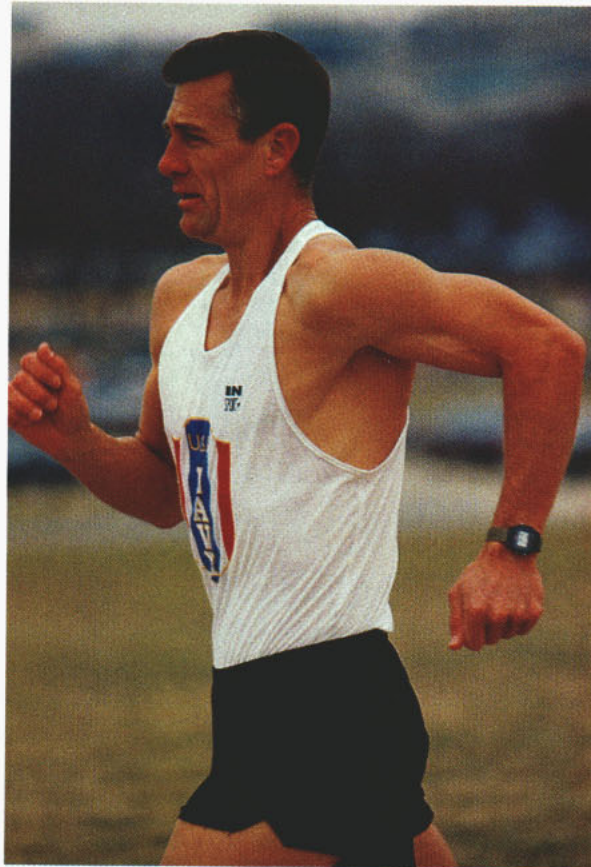
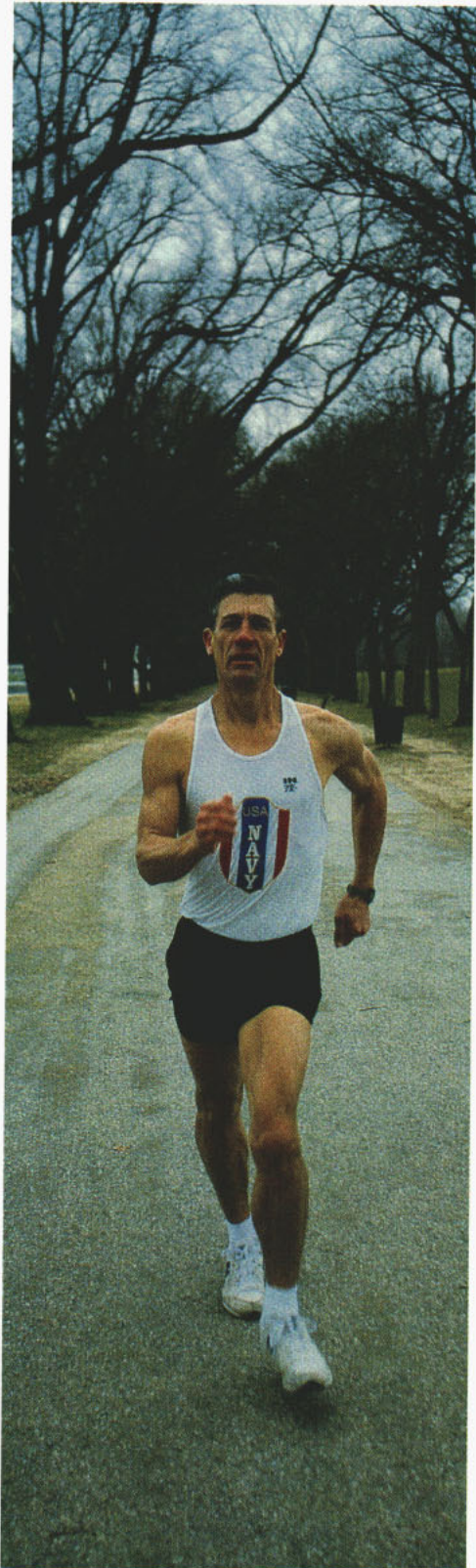


▲ Top athletes from each branch of service received this gold medal from the U.S. Military Sports Association. The medal symbolizes the spirit of athleticism found throughout the Armed Forces.

► HMCS Warrick Yeager stretches before another workout. His rigorous training schedule includes race walking 15 to 20 miles a day.



s Navy's top athletic honor



◀ Technique, technique, technique! That's what HMCS Warrick Yeager said gives him the winning edge. "In race walking, just like in the military, you need to pay attention to detail."

should be important to everyone, not just athletes.

"I believe your health and your well-being are the best things that you can own in life," said the Phoenix native. "Everybody dies someday, so you might as well live the highest quality of life you can for as long as you can."

Yeager said he wants to be a role model for young athletes.

◀ The 42-year-old Olympic hopeful pounds the pavement during an intense training cycle. If he makes the team in 2000, he would become the oldest person ever to compete in an Olympic track and field event.

"Those kids need someone to look up to," he said. "I want to set a positive example for them the same way I hope to do with the junior Sailors here at the hospital."

That attitude is what makes Yeager so successful — both as an athlete and a Sailor. †

Thompson is a photojournalist assigned to All Hands.

Navy pharmacist races to

Story by JO2 Jason Thompson, photos by PH3 Sam Dallal

The marathon runner's strength was fading with each grueling stride. Her lean, muscular legs were quivering with fatigue. Sweat blanketed her slender, 5-foot-5-inch form. The only thing driving the exhausted athlete onward was sheer will and the euphoric rush of crossing the finish line.

She hadn't come all this way for nothing.

LT Barbara Kannewurf has indeed come a long way. She was chosen the 1996 Navy Female Athlete of the Year by the U.S. Military Sports Association.

The 27-year-old Navy pharmacist describes herself as a perfectionist in running and in life.

"Everything I do has to be done a certain way or no way at all," she said. "If I can't give some-

thing my all, then I won't do it."

Being a perfectionist factors into her training as well.

"I'm very hard on myself," she explained. "If a workout doesn't go well, I start beating myself up by saying 'You've got to be

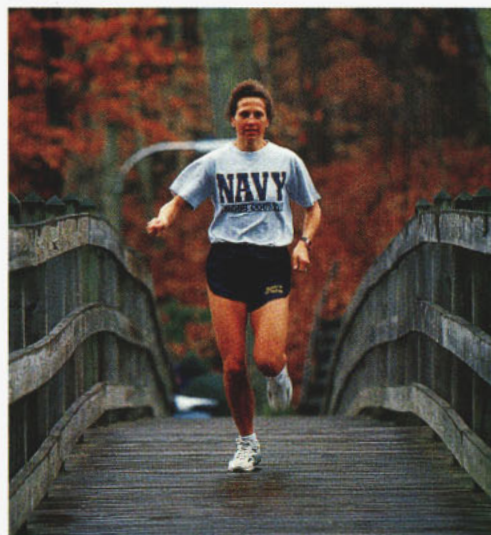
better'. It's hard for me to accept that there will be certain days I go out to train and it's just not going to be there."

It will definitely need to be there the day she makes her second bid for a spot on the U.S. Olympic Marathon Team in 2000.

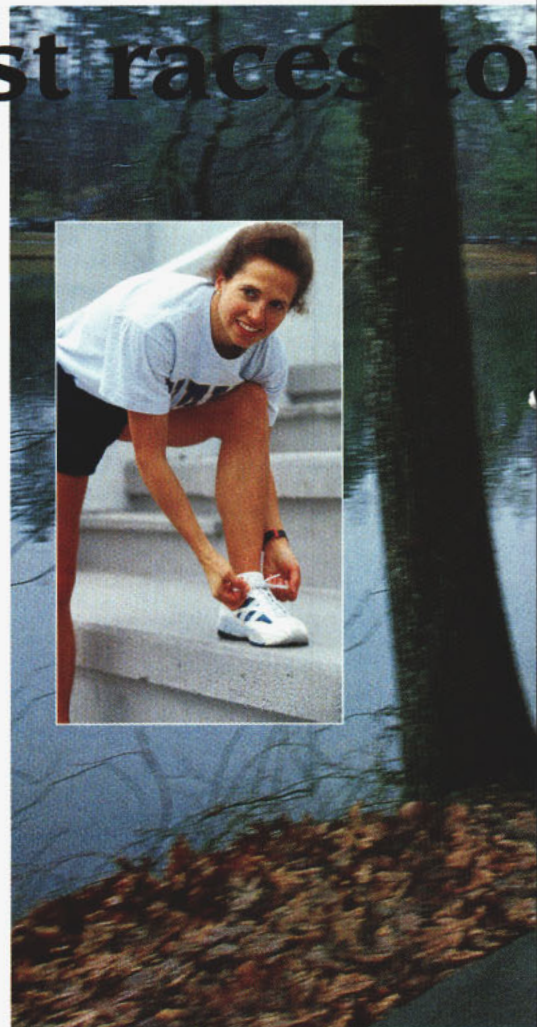
She didn't make the team in 1996 because of a strained abdominal muscle. The disappointing setback has only made her more determined than ever to make it in 2000.

Her coach thinks Kannewurf's determination is the key to her future success.

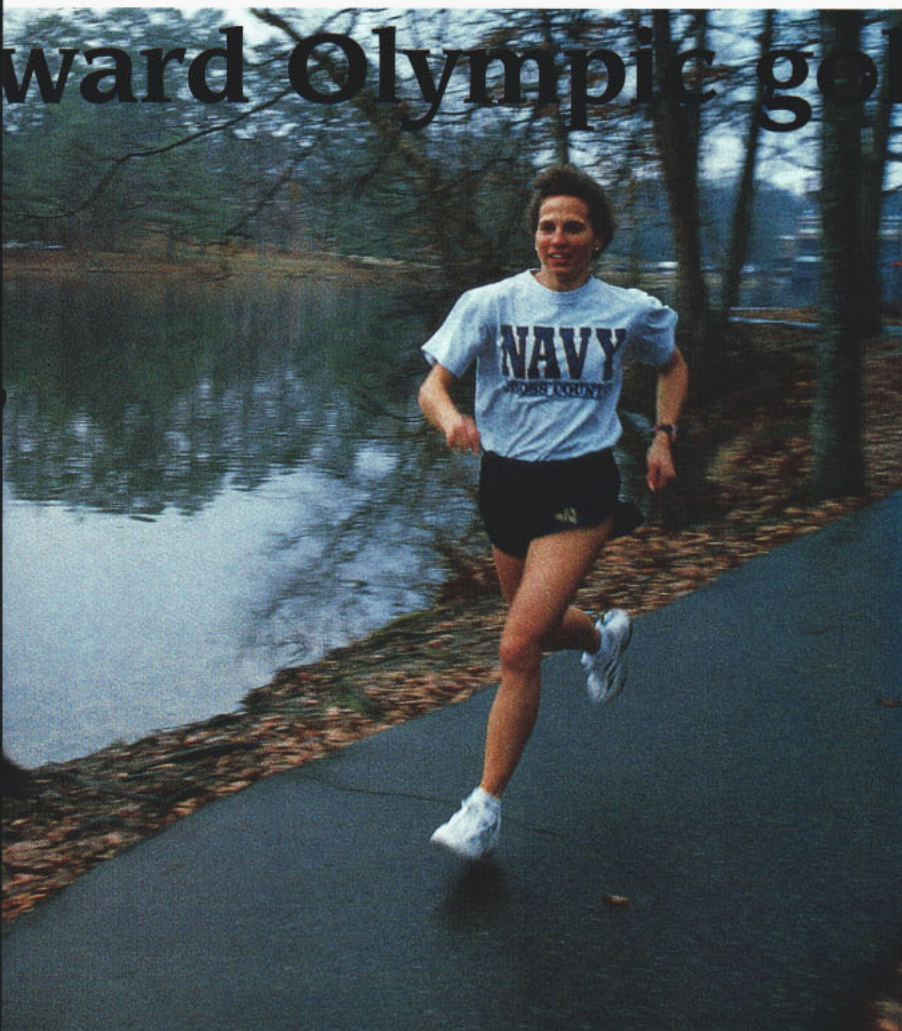
"There's a certain toughness that goes with running; Barbara has that toughness," said two-time Olympian Matt Centrowitz. "Her greatest asset, by far, is her desire. That desire will take her where she needs to go."



The 27-year-old Navy pharmacist bounds across a wooden bridge during a typical early morning workout. She fits about 70 miles of running a week into an already heavy schedule of postgraduate courses.



ward Olympic gold



◀ (inset) The slender, 115 lb. marathon runner eats a balanced diet high in protein with moderate amounts of carbohydrates and fat.

◀ Kannewurf has been training seriously for long-distance running events since she joined the Navy in 1993. It's now a big part of her life. "I love to run. If I didn't have something to look forward to after a long day at work, I don't think I'd be as happy."



Desire and determination helped the St. Louis-native capture the Navy's highest athletic honor. But she insists there is more to her than just her athletic ability.

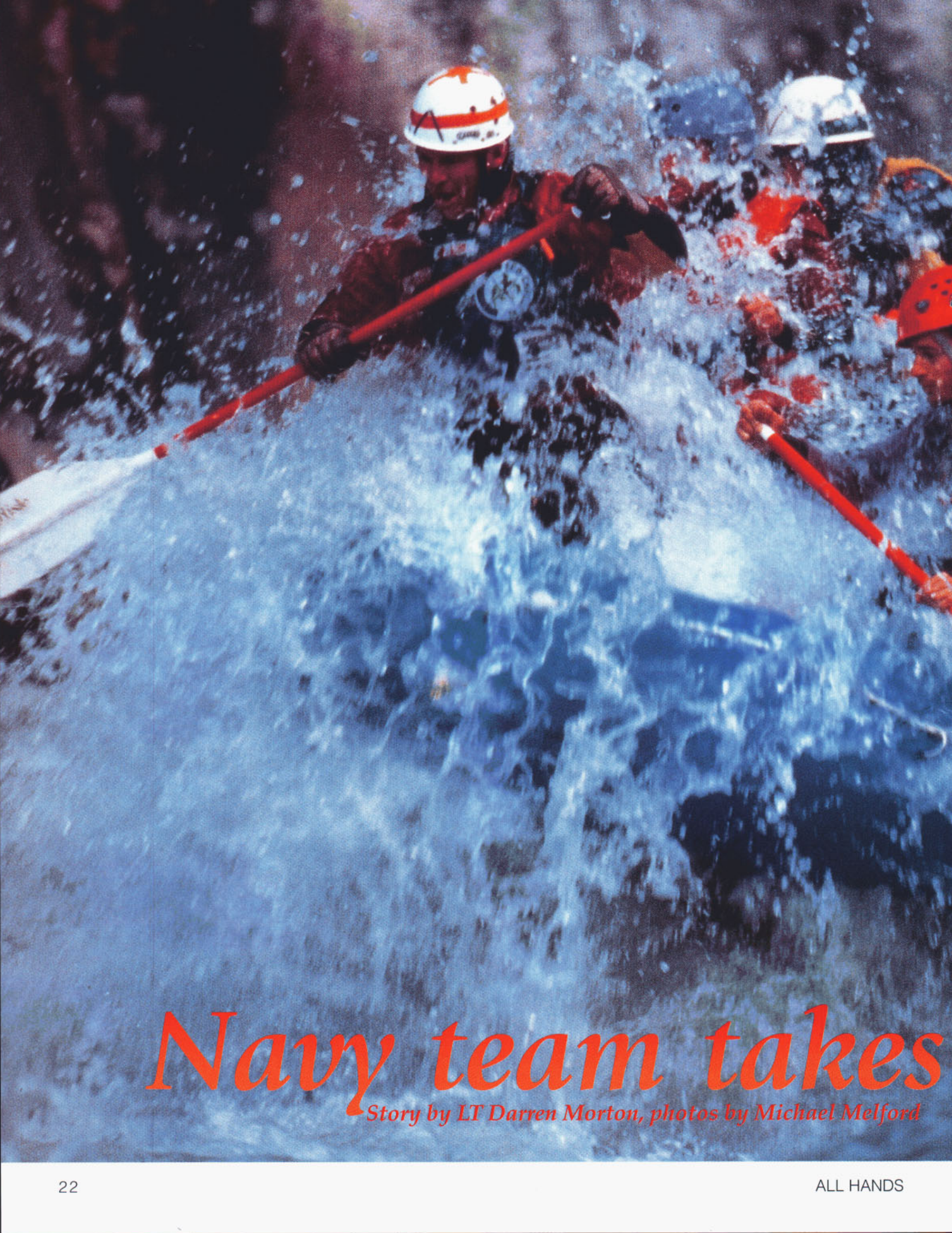
"I am a naval officer first and foremost," said Kannewurf. "I'm also a student, a wife, a friend and a professional. I encompass a lot of different areas. If someone were to look up to me, I would want them to view me as not just a good athlete but

someone who gives 100 percent every time."

Giving 100 percent every time is what world-class athletes do to make the Olympics. When the 2000 Summer Games begin in Sydney, Australia, there's a strong chance Kannewurf will be seen competing on the U.S. Women's Marathon Team. If so, she'll be the one wearing a Navy T-shirt. ‡

Thompson is a photojournalist assigned to All Hands.

◀ Kannewurf commutes from Richmond, Va., to Washington, D.C., every weekend to train with American University Cross Country Coach Matt Centrowitz (right). Centrowitz, an Olympian in 1976 and 1980, also coaches Navy LT Ronny Harris, who captured third place in the 1996 Olympic trials.



Navy team takes

Story by LT Darren Morton, photos by Michael Melford



▲ The Red Team faced Class III raging rapids on the Elaho river the morning of the last day of the Eco-Challenge.

◀ Competitors negotiate the rapids.

the challenge



The Challenge

When there's no more energy, do you stop? When the pain comes, do you stop? When your body cries out, do you stop? Across dust-filled pastures, into partially-frozen rivers, through unforgiving wilderness and up towering glaciers, when do you stop?

For five Sailors known as the Red Team, stopping was not an option. Together they trekked for more than 300 miles in less than 10 days time, for they were one of 14 teams who finished the world's most gruel-

▲ BMCS(SEAL) Arthur Toehlke, EN2(SEAL) Jody McIntyre, LT Pamela Kunze in the canoeing phase of the race.

ing expedition competition, the Eco-Challenge.

The Eco-Challenge is an adventure race like none other. Set within the vast landscape of British Columbia, Canada, the Eco-Challenge shows people confronting nature in an extreme way. Five Sailors took on that challenge.

Chief Boatswain's Mate Joe Burns, 34, a Navy SEAL based in Norfolk, thought this race would be the perfect forum to display ultimate teamwork. "We do this everyday," said Burns. "It's natural for us."

Each five-member team participating in the Eco-Challenge included at least one member of



◀ Red Team (from left to right) EN2(SEAL) Jody McIntyre, team leader BMC(SEAL) Joe Burns, LT Pamela Kunze, BM1(SEAL) Johnny Hoffman and BMCS(SEAL) Arthur Toehlke.

hadn't really heard of the Eco-Challenge until I got a call from Chief Burns, the team captain.

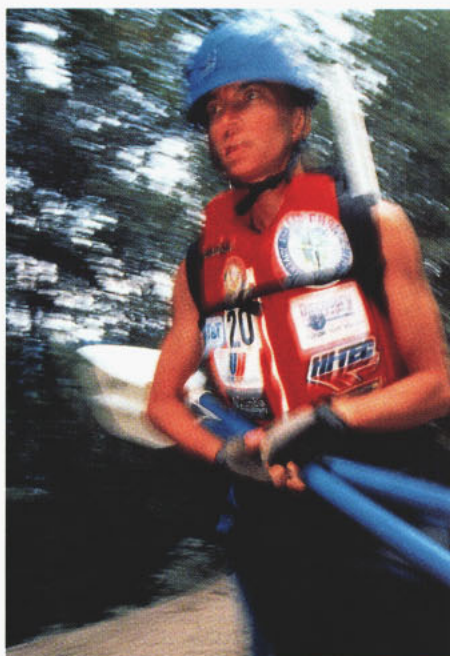
"I talked to other folks familiar with the race, and it sounded like a great opportunity to do something different and something not too many people are able to do," said Kunze. Red Team was now ready.

The team trained for about nine months. "We did a lot of running, backpack-

ing, cycling and paddling," said Burns. "As far as the technical skills needed for the race, the [SEALs] were already proficient, but we needed to practice the procedures to pass the registration phase of the race," said Burns.

Kunze, the only non-SEAL member of the team, felt a tremendous responsibility to develop the skills needed for this grueling race. "I was concerned about keeping up because these guys trained together for work," said Kunze.

Not being co-located with her other teammates, Kunze had the added burden of training alone. "I was working out before work, and then at lunch time and then doing something after work," said Kunze. "The weekends were when I would get proficient with the skills I needed, whether it was



◀ LT Kunze carries the Red Team canoe two miles over land, from one side of the river to the other.

to participate. "At first, they all thought I was nuts, but the more they thought about it, the more they liked it," he said.

BMCS Arthur Toehlke, 35, BM1 Johnny Hoffman, 31, and Engineer 2nd Class Jody McIntyre, 26, all Navy SEALs decided to make the commitment. The team had four of the five required members and was seeking the fifth, a woman.

Burns had heard of LT Pamela Kunze, a public affairs officer stationed at the Bureau of Naval Personnel, Washington, D.C. He was aware of her reputation as a star track athlete and asked her to be a part of Eco-Challenge '96. "I didn't know any of the guys on my team when they gave me a call," said Kunze. "In fact, I

the opposite sex. They navigated with only a compass, a map and their combined wits, staying alert to constantly changing weather conditions and wildlife.

The Team

Burns asked his SEAL buddies

“The key to our success was that everybody played their role. If you don’t have teamwork... your team just won’t do well.”

**- Chief Boatswain’s
Mate Joe Burns,
Navy SEAL, Norfolk,**

canoeing, horseback riding or mountain biking.”

Kunze, as well as the other team members, faced a unique challenge — deployment. “I got deployed to 6th Fleet for Bosnia which put a jolt in my training,” said Kunze. “Everybody was doing training trips up until the time of the event.”

Despite commitments brought on by the Navy, the Red Team came together with awesome self-assurance. “When we first started out, we just wanted to finish, but the more time we put into training, the more we wanted to go for the win. We had [winning] in our minds the entire time,” said Burns.

The Race

As dawn broke in Pemberton, British Columbia, 350 participants, making up 70 teams, embarked on their quest to win the Eco-Challenge. The first portion of the race took Red Team on a 22-mile horse ride and run through deep forest and alpine

meadows. Two team members rode horses while three jogged alongside. This leg of the course ended with a swim against strong mountain currents in an icy, fast-moving river.

Once past the river, Red Team faced a difficult mountain ascent made virtually impassable by dense alder brush. As minutes turned to hours and hours gave way to days, Red Team forged onward thinking, “help your buddy, help your pal, win.”

Well into the Eco-Challenge, Red Team came head to head with their biggest fear — a downed teammate. All five team members were required to complete the race together or be disqualified.

“[Pam Kunze] slipped in the mountaineer phase, banged her head pretty good and knocked herself out,” said Burns. “I was concerned because we were out in the middle of nowhere and she lost consciousness.

“When she did come to, she was incoherent and confused. After a little while, she came

▲ Opening day of the Eco-Challenge, a 22-mile ride and run leg with two members of the Red Team, LT Pamela Kunze, BM1(SEAL) Johnny Hoffman and other race competitor on horses, the other three team’s members jogged along side.

around and assured everyone she was OK,” said Burns. “We left it up to her. She said she was fine and she wanted to continue. She didn’t slow us down one bit.”

As Red Team continued,





Mother Nature brought on a fierce thunderstorm to the region. "We entered the second mountaineering phase of the race, and we got caught in a storm," said Burns. "There was zero visibility with rain, hail and snow."

The storm hit with winds reaching 70mph at the highest elevations, bringing lightning and whiteout conditions. "We couldn't

proceed. After 12 hours, we decided to come down off the mountain," said Burns. Rescue teams set out to search for missing teams while race officials decided to modify the course, since the weather and safety concerns were the overriding factors.

"We thought the race was over, but everybody got caught in the

storm. Beyond that, there wasn't a time we thought we couldn't complete the race," said Burns.

The Finish

"The storm had cost a day and a half," said Kunze. "To keep the race on schedule as much as possible, Eco-Challenge race administrators were flying teams four through 14 to the glaciers."



● An Eco-Challenge competitor crossing the waters of Lilliot River.

Red Team traversed enormous ice fields, scaled ice caps and skirted deep crevasses. "It was unlike anything I'd seen before. Actually knowing that you could die crossing the crevasses made it more exciting," said Kunze. "Once we'd finished and looked at the scenery, it was beautiful," she added.

From high atop the spectacular glacier, Red Team moved on to rafting. Because of the storm and melting glaciers, the waters below turned into a raging river. Red Team had to negotiate Class IV white water rapids.

"When we started the white water rafting phase we were in 8th place and we were paddling as hard as anyone, but because we didn't know how to read the river, we couldn't get into the right water," said Kunze.

At this point, Red Team could taste the end. "Straight from the rafting we changed out of wet suits into biking shorts and began the final mountain biking section," said Kunze.

This leg — the last leg — was a 45-mile mountain bike ride with steep climbs of up to 2,500 feet, followed by a hair-raising descent down the face of Whistler Mountain, British Columbia.

"About two to three miles before the finish, I had a flat tire on my bike, we had to stop and change that flat," said Kunze. "We were ready for the race to be over."

Red Team crossed the finish line in early evening. The team's official time was 8 days 9 hours and 32 minutes. "It felt good to be done," said Kunze.

The Red Team finished 13th of the 70 teams that began. The winner was Team Eco-Internet/Reebok from the United States and New Zealand who met and organized themselves over the Internet. They finished the Eco-Challenge in an amazing 6 days, 17 hours, 44 minutes.

There was a tie for second place with Team Hi-Tec Adventure from the United States and New Zealand, and Team Hewlett-





◀ BMC(SEAL) Joe Burns faces the glacier trekking portion of the course.

Packard from France with a time of 7 days, 10 hours, 48 minutes.

"The key to our success was that everybody played their role," said Burns. "If you don't have teamwork, you can have all the physical skills in the world and your team just won't do well," said Burns. "This was the hardest thing we'd ever done."

"If anyone wants to get into this type of race, be prepared," said Burns. "It's a full-time job with training and getting the sponsorship together. It's not something you just jump into unless you jump in with both feet.

We sacrificed a lot of our personal time getting ready."

This year's Eco-Challenge will be held in Australia in August. The teams will race unassisted through the Australian outback, rain forest and Great Barrier Reef. The exact race course for the 300-mile competition will be revealed to the competitors just prior to the start.

So, just when do you stop?
When you win. ⚓

Morton is the publications division officer, Naval Media Center, Washington, D.C. Melford is a photographer for the Discovery Channel.



◀ Team Eco-Internet the leads the way on one of two mountain-biking legs.

Photo by Robert Hauser

I PLEDGE
MYSELF
NOW AND FOREVER
FOR GOD
AND COUNTRY!

AND SO BEGAN
THE ADVENTURES OF...

CHAPLAIN AMERICA



Story by JO3 Raina Williams

"Aye, Shipmates ... Gather 'round and listen to the story of how Chaplain America came to be ..."

After seeing a magazine cover called *Chaplain America* in Europe during the Gulf War, Chaplain (LT) Bryan Finch decided to create a comic book character by the same name. The idea emerged after seeing how much time Sailors spend at the base exchange flipping through comics.

Finch's first colorful story about the super villain "Boredom" and two drinking Sailors was born after a chance meeting with an Atlanta animator/illustrator in the fall of 1994. Finch and Mike Webb coupled their talents and published their first edition that year.



Photo by Patty Webb

Animator and illustrator Mike Webb developed *Chaplain America* in his Atlanta home after meeting Chaplain (LT) Bryan Finch.



U.S. Navy photo

"I've seen a lot of good Sailors go out the door because of stupid mistakes," said Finch. "Chaplain America, superhero, seeks to guide Sailors through some of [those] everyday dilemmas."

Webb, once an illustrator/cameraman in the Army, was excited to be involved in this military publication. "It was a welcomed change since I'd been doing a lot of science-fiction work," said Webb. "I liked the concept of the clean-cut character of Chaplain America."

The whole effort started out as a simple comic strip. Finch was submitting material to *Impact*, a local San Diego-based newsletter, when many Sailors felt Chaplain America should be shared with family members and the general public. But, Finch had a more important concern: teaching Sailors how to make better decisions through the use of Core Values.

"At recruit training command, they stressed heavily to us the Navy's Core Values of honor, courage and commitment," said Seaman Electronics Warfare Technician Nichole Stimeling, attached to USS *John Young* (DD 973), homeported in San Diego. "We need things like this to reiterate the importance of morals in the Navy."

Finch invited other Navy chaplains to write stories for the book. And the first 5,000 copies of *The Adventures of Chaplain America USN* were distributed to San Diego area ships. Chaplain (LT) Mike Hall, Roman Catholic Chaplain (LT) Kermit Holl, and Jewish Chaplain (LT) Steven Leapman all provided stories with one central theme: courage — one of the Navy's Core Values.

Finch said Chaplain America is an adventure and an invitation to think and reflect on Core Values in a new exciting way.

Stimeling said she especially enjoyed reading the stories in the issue because they were motivating and right to the point.

"It catches the eye," she said. "The illustrations resemble a comic book, which I feel make it more appealing."

The team of Finch and Webb spent many hours and a great deal of effort developing Chaplain America. "It reflects a lot of my values [and] I'm sure it's got a lot of my personality," said Finch.

Finch hopes to receive funding so future issues of the comic can be published and distributed throughout the fleet.

"... And so continue the adventures of ... *Chaplain America ... Ahoy mates!*" ‡

Williams is a staff writer for All Hands.

Happy
Mother's Day

The flying DeWalts

Story by JO2 Jerry Knaak



Family photo

Char DeWalt (center) is surrounded by her sons at Mikes' graduation from the Naval Academy. From left: Richard, Michael, Mom, "Chip" and Rodney.



Family photo

The year was 1971. The United States was embroiled in a conflict overseas of which many people at home wanted no part. Students on college campuses across the country erupted in demonstrations and riots because of the war in Vietnam. Soldiers, Sailors, Airmen and Marines were shunned as they returned home after a tour of duty in a far-off, war-ravaged jungle. The actions of those opposed to the war in Southeast Asia affected the troops returning stateside, those still fighting in Vietnam and the families of the men and women in the Armed Forces who were caught up in the maelstrom of antimilitary and antigovernment sentiment.

Charlotte Ann DeWalt was one of those family members. A student at the University of California-Berkeley, and the wife of a Navy pilot, DeWalt's life was turned upside down. "The car was egged and

terrible things were painted on it. I stopped taking classes," she recalled. With four children at home and a husband assigned to Tactical Electronic Warfare Squadron (VAQ) 134 aboard *Ranger* (CVA 61), she could not take any chances. Home was a haven, and despite the vandalism at the college, the neighborhood welcomed her and her four sons with open arms. "We were the only military on the street. We were the little family they protected while [my husband] was gone, and they were very supportive

of him," she said. Her husband, Ralph F. DeWalt, made two deployments flying combat support missions in the A-3 *Skywarrior*, and she didn't fret while he was gone. She felt "he was doing his job."

He was gone in 1959 she gave birth to the first of their four sons, Richard Paul. During the next 11 years, she would bring three more boys into the world. Little did she and her husband know that all four would become pilots in the United States Navy.

Now retired, CAPT DeWalt spent 26 years on active duty flying A-3s and EA-6B *Prowlers* for the Navy. His career included more than 4,000 flight hours, 800 traps and a tour at the U.S. Naval Academy. At the beginning of his career in 1960, he couldn't have predicted what the future would bring.

According to DeWalt and his wife, none of their four children were "pushed" into the Navy. In fact, their second son, Rodney, claims that, "Mom told us not to join the Navy, so, of course, we did."

Their oldest son, now a lieutenant, was the one who the DeWalts would have least expected to join the Navy — or the military, for that matter. When Richard was 18 years old the family received orders to the Philippines. Richard declined to travel with his family to their new home and stayed in Washington State. One year later, he had become an enlisted air traffic controller in the Air Force. After earning a degree in airport traffic management, Richard, who had earned his private pilot's license at age 16, tried to enter the Air Force's flight program and was turned down. He turned to the Navy, was accepted for flight training, learned to fly F/A-18 *Hornets* and is currently assigned to Carrier Air Wing 9. Ironically, 25 years prior to pinning on the wings of gold, Richard was sitting in a stroller at his mother's side on the same parade ground at Naval



Family photo

Ralph and Char DeWalt are proud of their sons as reflected on their "Wall of Fame."

Air Station (NAS), Pensacola, Fla., while his father graduated from flight school.

LT Rodney P. DeWalt was born in 1965. In 1987 he became the first of three DeWalt Naval Academy graduates. According to Ralph, Rodney surprised him by accepting his appointment to the Academy.

"He was all set to go to Penn State on an NROTC scholarship when the appointment came through. There was dancing in the streets," Ralph recalled. Rodney also flies F/A-18 *Hornets* and is an instructor with Marine Fighter Attack Training Squadron 101. He returned from a two-year tour as an instructor teaching the Kuwaiti air force to fly newly-purchased *Hornets* last summer. Rodney recently applied for an assignment to the Blue Angels.

Michael Craig, 26, graduated from the Naval Academy in 1992. A lieutenant and an SH-60F *Seahawk* pilot with Helicopter Antisubmarine Squadron 14, he is described by his parents as "the protector." "He is the one who guards over his brothers," Charlotte DeWalt said. "His mission in life is to make sure people stay safe. That's why he wanted to fly helicopters." According to his mother, Michael was determined to attend the Naval Academy. "He was born at the Naval Academy. He wouldn't apply

for anything but the Academy. He has always wanted to go there and become a pilot," she recalled.

The last of the DeWalt sons to enter the brotherhood of Naval Aviators was Chip, who graduated from the Naval Academy three years ago and received his wings, March 22, 1996. He is now with Patrol Squadron 4 after having flown P-3C *Orion*

"It's not that I don't have confidence in my children, but they're always your children; therefore, they're never quite old enough in Mom's eyes to do some of the things that they choose."

— Charlotte Ann DeWalt

maritime patrol aircraft. The achievements of all the DeWalts are displayed in their mother's home.

A living room wall serves as a "shrine" to the DeWalt children. Ralph DeWalt and his wife enjoy an enormous amount of family pride. "It's very rewarding and enriching, having shared something with your children and being able to communicate an appreciation for what they're doing, and in some cases even being helpful," Ralph said.

Ralph, quiet and soft-spoken, can identify with his sons' trials and tribulations. He speaks the pilot's lingo and can jump right into a conversation about naval aviation with any of his four boys. It is his wife, strong-willed, outspoken and energetic, who feels the emotion and trepidation that goes

along with her children flying aircraft on the front lines of America's national defense. "When Ralph flew, it was his job and I didn't think about it the same way. It's not that I don't have confidence in my children, but they're always your children; therefore, they're never quite old enough in Mom's eyes to do some of the things that they choose."

She went on to say, "You just have to say a little prayer and ask Him to keep watching out for them."

With the recounting of every military aircraft accident by the media today, the mother of four naval aviators can't help but be concerned for her sons' collective well-being. One of Chip's flight instructors was killed five days after Chip pinned on his wings.

Although she worries for her children's safety, DeWalt takes solace in the fact that her sons fly aircraft with outstanding safety records, and she believes in the Navy's support circle within aviation. Her sons have bumped into Sailors who served with their father when he was on active duty, proving that the Navy is a small world. To keep

friends and family members informed on their sons' whereabouts, Ralph produces a computer-generated flyer, appropriately entitled, "The DeWalt Navy."

Since the early 1960s, the DeWalt family has taken to the skies in defense of our nation. If patriotism is hereditary, it's obvious that all four sons inherited their father's dedication to duty and love of country. But the DeWalt boys may have gained their adventurous spirit from their Mom. After living a tumultuous life herself, Charlotte has taken up a rather risky endeavor of her own. Mom rides a Harley. ‡

Knaak is a journalist assigned to Naval Aviation News, Washington, D.C.

Happy
Mother's Day

Seabee Betty: Queen 'Bee of the South Pacific

Story by JO3 Anthony J. Falvo

For different people, the island of Guam means different things. For some, the clear, beautiful water provides for excellent snorkeling. For others, the white sands and warm beaches are great for perfecting that dark tan. But for Betty Chargualaf Peredo, Guam means home, and she's tried to make it "home" for Seabees since 1952.

"The military on the island, Navy Seabees, Air Force, Marines, all know me as 'Seabee Betty,'" said the 62-year-old chamorro. "I help all of them; but there's a special place in my heart for my Seabees."

Betty first came in contact with the Navy in 1949 when she lied about her age and worked as a short-order cook for the Navy Exchange at age 15. In 1952, she began inviting the Seabees into her home for "fiestas;" by her own calculations she has fed "thousands" since then. Today, Betty still works full time at two jobs and collects two paychecks, one for her family and one for Guam's Seabees.

Though she has "adopted" all of Guam's military, Betty feels a tight bond to the Navy Seabees. "My Seabees are here for a very short time and do a lot for the people in the community. They come here without family and are very lonesome. I always try to make them feel at home and make them welcome to the village and my family," said Betty.

Guam suffered its biggest and most destructive typhoon in history Dec. 22, 1990. Typhoon Russ had devastated the island and the deployed Seabee battalion went right to work. Skilled in disaster recovery, the Seabees worked day and night for nearly three days straight. "I felt sorry for my Seabees because they were working so hard," said Betty. On Christmas Day, with the help of the Navy Public Works Center and many wives' organizations, Betty organized a typical chamorro Christmas fiesta and shared the Christmas spirit with more than 500 Seabees at the local USO.



U.S. Navy photos

Betty receives birthday greetings at her 60th birthday party in 1994, from the former Commander, Naval Forces Marianas, RADM David Brewer. The party was sponsored by the Civil Engineer Corps of Guam.

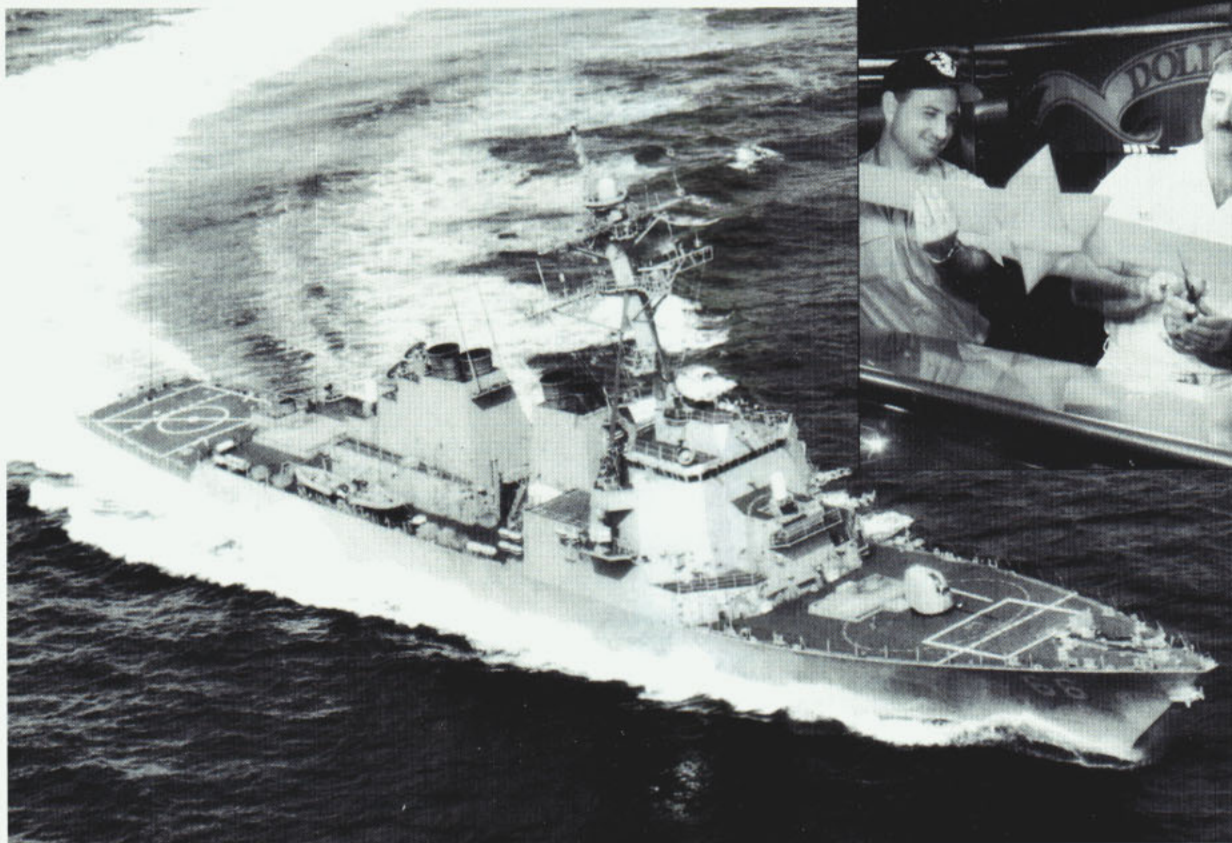
Her generosity and devotion have not gone unnoticed. In August 1972, the Naval Construction Force made Betty an "Honorary Seabee" during a flag-raising ceremony at Guam's Camp Covington. At the annual Seabee Ball each March, Betty has held a seat at the head table as the reigning Queen since 1992. She is an unofficial ambassador and spokeswoman for Guam's Seabee battalions.

Betty has always enjoyed what she's done and hopes to do it for a lot longer. "I'm still doing it," said Betty, "and as long as God will let me keep my health I'll keep doing it. When I can't do it anymore, I'll tell my Seabees, 'Seabee Betty is now in a wheelchair and I can't do anything for you anymore, but you'll always be welcome in my home.' My home is always open to my Seabees and my military." †

Falvo is assigned to U.S. Naval Mobile Construction Battalion 133 Public Affairs Office, Guam.

Happy
Mother's Day

USS *Gonzalez* names mess deck after namesake's mother



U.S. Navy photos

Story by JO2 Denny Boyles

For Dolia Gonzalez the death of her son, Marine Corps Sgt. Alfredo "Freddie" Gonzalez, in the Vietnam War meant the loss of her only child. But with the commissioning of USS *Gonzalez* (DDG 66) (named after her son), Dolia has become the honorary mother of 350 Sailors in adopting the ship.

In turn, the crew of *Gonzalez* made her a part of the crew, named the ship's galley "Dolia's Diner" and raised enough money to fly her to Bath, Maine,

for the ship's christening.

During the commissioning ceremony, Dolia accepted the Medal of Honor on behalf of her son. She said she has taken the crew to heart and is especially happy to join the Navy family.

"I'm excited for the ship to be commissioned, but sad at the same time," she said. "I'm really proud of the job everyone on the ship does and the things they are doing for Freddie. I am proud of his sacrifice and glad that he hasn't been forgotten. My son

◀ Dolia Gonzalez (right) cuts the ribbon for "Dolia's Diner" with former USS *Gonzalez* Commanding Officer CDR Frederick Allard, as (Supply Officer's Name) looks on.

◀◀ USS *Gonzalez* (DDG 66)



was an inspiration to so many in our town, and now he can be a symbol to others as well."

"Freddie" Gonzalez enlisted in the U.S. Marine Corps in 1965, shortly after graduating from Edinburg High School in Edinburg, Texas. After completing his initial training he was sent to Vietnam in 1966. He escaped harm his first year, and answered his mother's prayers by returning to the states in 1967. But Freddie, like so many others who served in Vietnam, felt he hadn't finished his work there.

Dolia begged him not to go back to Vietnam, but Freddie was adamant. He

returned to Vietnam that same year, but as a 21-year-old, newly-promoted sergeant.

On Feb. 4, 1968, he was wounded while knocking out fortified enemy positions. He had already been wounded a number of times that day and on previous days, but had refused medical treatment so he could stay with his men. The wounds he received

Dolia Gonzalez (right) prepares to start up the serving line at "Dolia's Diner."

Feb. 4, proved fatal. He died in a helicopter after being knocked unconscious by enemy fire.

He was awarded the Medal of Honor for saving

more than a dozen lives. He is still remembered as a hero today by the people of Edinburg.

Today, Dolia spends time volunteering at an elementary school named after her son. There is also a street and a newly dedicated

"My son was an inspiration to so many in our town, and now he can be a symbol to others as well."

— Dolia Gonzalez

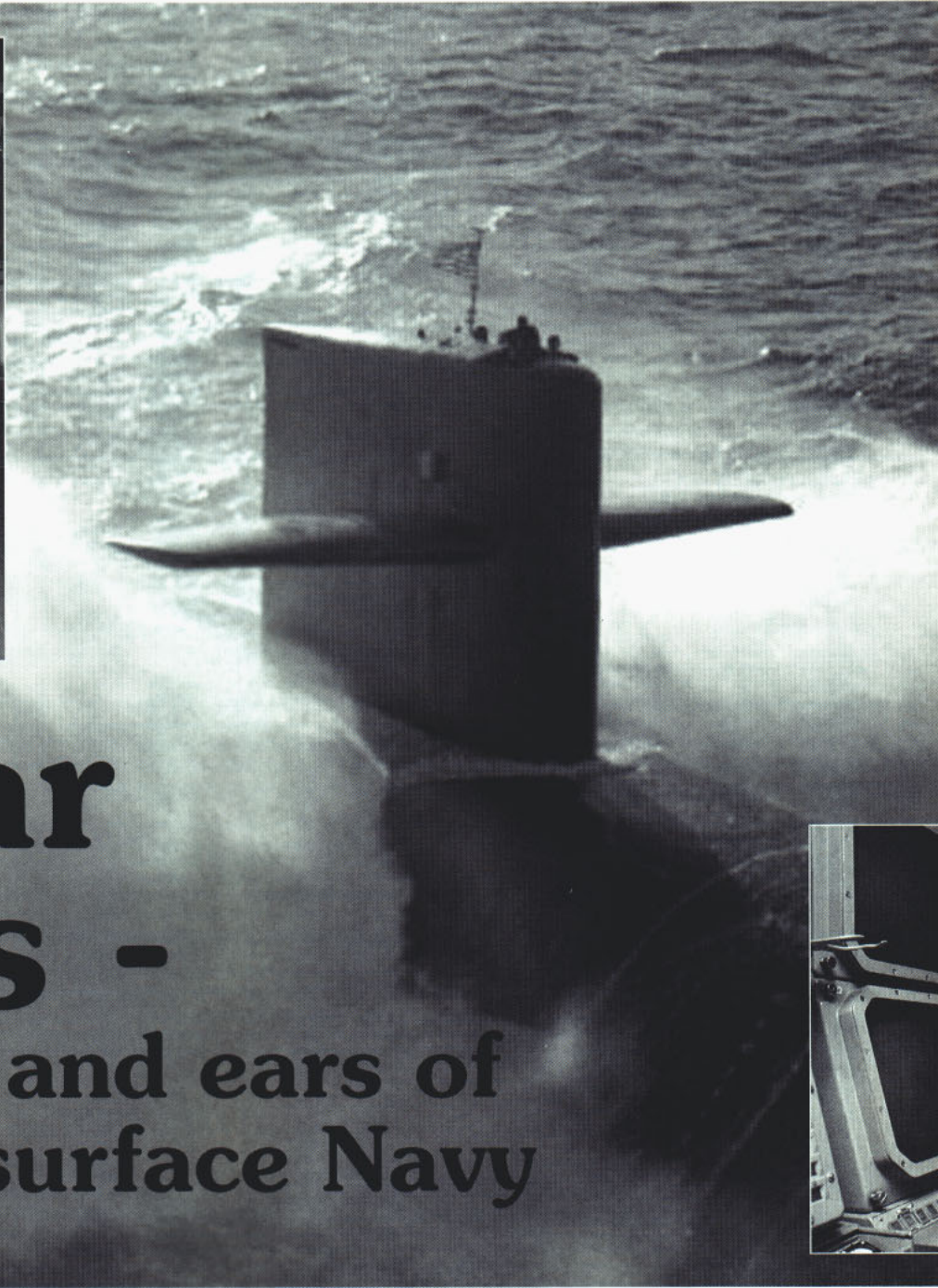
park named after the hero of Edinburg.

Dolia may have lost her only son on that fateful day in 1968, but his memory is preserved in the form of USS *Gonzalez*. †

Boyles is assigned to NAVSTA Ingleside public affairs office, Ingleside, Texas.



Photo by JO1 Ron Scheifer



Sonar techs - the eyes and ears of the sub-surface Navy

Photo by PH1 Michael J. Rinaldi



▲ The ballistic missile submarine USS *Maine* (SSBN 741), one of the U.S. Navy's newest *Ohio*-class submarines, conducts surface navigational operations approximately 50 miles south of Naval Station Roosevelt Roads, Puerto Rico.

▲ (Inset) STG2 Steven Ritter performs maintenance on sonar equipment installed aboard USS *Connelly*. Sonar techs are trained to both maintain and operate the high-tech gear.

Story by JO2 Jason Thompson

They are the eyes and ears of the vast, uncharted world beneath the ocean's surface. From the churning of an enemy submarine's propeller to the song-like banter of a herd of humpback whales, Sonar Technicians (STs) can hear and "see" it all.

"We are the eyes and ears of the ship," said Sonar Technician (Submarine) 2nd Class Matthew D. Walden, stationed in Pearl Harbor aboard the fast-attack submarine USS *Hawkbill* (SSN 666). Walden, 24, has been a sonar tech for five years.

The Olney, Ill., native said he

Sound-Navigation-Ranging, or sonar, is based on acoustics. The sonar technician (ST) uses the sophisticated gear in two ways: 1) as "listening gear" to pick up the sound of a submarine's propeller or internal machinery, and 2) as "echo-ranging gear" to determine its bearing and distance.

In echo-ranging, the ST sends out an underwater signal, or a sharp "ping." The ping is similar to a radio wave. It's an electronic impulse traveling miles underwater from the sender. The sonar beam bounces off any object in its path and sends back a signal to the ship, which is then recorded on a directional sound device.

The time it takes for the signal to come back tells the ST the object's range, while its line of travel gives the bearing of the target.

Sonar echoes also come back with varying degrees of pitch caused by reflection of the sound wave from a moving object, informing the sonar tech the nature and movements of the target.

Doing the job right requires sonar techs to undergo 18 months of intense training at the Fleet Anti-Submarine Warfare Training Center in San Diego. There they learn to operate and maintain the most sophisticated underwater surveillance equipment in the world.

"We have 19- and 20-year-old seamen working on multimillion dollar systems," said STS1(SS) Scott J. Bauske of Adams Friendship, Wis. "As a leading first class petty officer, I am responsible for making them understand their job and developing them."

The ST rating is divided into two designators - Sonar Technician, Surface (STG) and Sonar Technician, Submarine (STS).

STGs typically work aboard surface combatant ships like cruisers, destroyers and frigates. They operate and maintain the sonar systems used to detect, classify and track sub-surface contacts, usually in support of battle group operations.

"We play a pivotal role in anti-submarine warfare," said Sonar Technician (Surface) 2nd Class Steven G. Ritter of St. Joseph, Mo.

"It takes everyone in sonar operating together as a team. Everyone has to do their part to find and track the enemy."

Even with highly sophisticated sonar gear at their disposal, a sonar tech's greatest resource in tracking the enemy is experience.

Ritter is constantly honing his skills in anti-submarine warfare.

"The training we get at sea keeps me on my toes and helps me stay on top of my rate," said Ritter, stationed aboard the destroyer USS *Connolly* (DD 979) homeported in Norfolk. "There's a lot of hours underway, but it really pays off in the end."

STs serve aboard both fast-attack (SSN) and ballistic missile (SSBN) submarines. They operate and maintain state-of-the-art sonar systems that identify sounds produced under the ocean's surface by ships, submarines, sonar transmissions and marine life.

Bauske, stationed aboard the fast-attack submarine USS *Hampton* (SSN 767), claims his rate is the best in the Navy. "Because of our job and our clearance, we know what we're doing and why we're doing it. If sonar doesn't know what's going on, you're hamstringing the entire operation." ‡

Thompson is a photojournalist assigned to All Hands.



▲ (Inset) STS3(SS) Frank R. Brunner of Chicago stands the sonar watch aboard the fast-attack submarine USS *Baltimore* (SSN 704). He is listening for noises generated by contacts above and below the ocean's surface, and is trained to distinguish between a man-made sound or a natural phenomenon.

likes the responsibility that comes with the job. "The whole crew is depending on me to do my job right. I like that."

Sailor lost 75 pounds to join Navy

Story and photos by JO3 Jerome Pollos

In 1990, Anaclato "Tony" Ancheta needed money for college. The only route he could think of was joining the Navy just as his brother Eddie did. There was just one obstacle: He had to lose 75 pounds.

Six years later, Hospital Corpsman 2nd Class Ancheta now works in the microbiology lab at the National Naval Medical Center in Bethesda, Md. "It wasn't easy," he explained. "It took a lot of hard work and dedication. I had to totally rearrange the way I lived my life."

Ancheta, who was 20 years old at the time, did a complete about face with his daily routine. "I started out by changing my diet. Instead of eating one solid meal a day and junk food the rest of the time, I started eating three solid meals a day."

He explained how he would have a bowl of

"I started out by changing my diet. Instead of eating one solid meal a day and junk food the rest of the time, I started eating three solid meals a day."

— HM2 Anaclato "Tony" Ancheta



Tony Ancheta (before he came into the Navy) takes a break during a family outing.

cereal for breakfast, a salad for lunch and a fat-free dinner. This task wasn't easy for Ancheta who had grown accustomed to his bad eating habits. Luckily, his family helped him stay on track.

"My two brothers helped me out a lot," said Ancheta. "They made sure I didn't pig out on fast food and junk, and also made sure I stayed on track with my workouts."

Ancheta's workout plan was nothing short of spectacular for his size at the time. At 5 feet 8 inches and 250 pounds, the recruiter at the Military Entrance Processing Station (MEPS) in Fresno, Calif., told Ancheta he weighed 75 pounds more than the Navy's standards allowed. Determined to become fit, Ancheta ran one mile a day every day for three weeks. When the three weeks were over he didn't stop. He added a mile to the workout. In fact, he kept adding one mile until he got up to five miles a day.

Once Ancheta met the Navy's weight standards, he enlisted but his motivation did not stop there. By the time he left boot camp, he weighed approximately 150 pounds. "I didn't enjoy being that light, so I gained some more weight and went back up to 170 pounds.[That is what I maintain] right now," he said. Ancheta still does his daily workout and is a command fitness instructor for the remedial PRT program.

"The work he is doing for the command is the same thing he did for himself," said HMC(FMF) Edlouie Ortega, head of the command fitness office. "He is doing a great job and we are glad he is helping people overcome the problems he did."

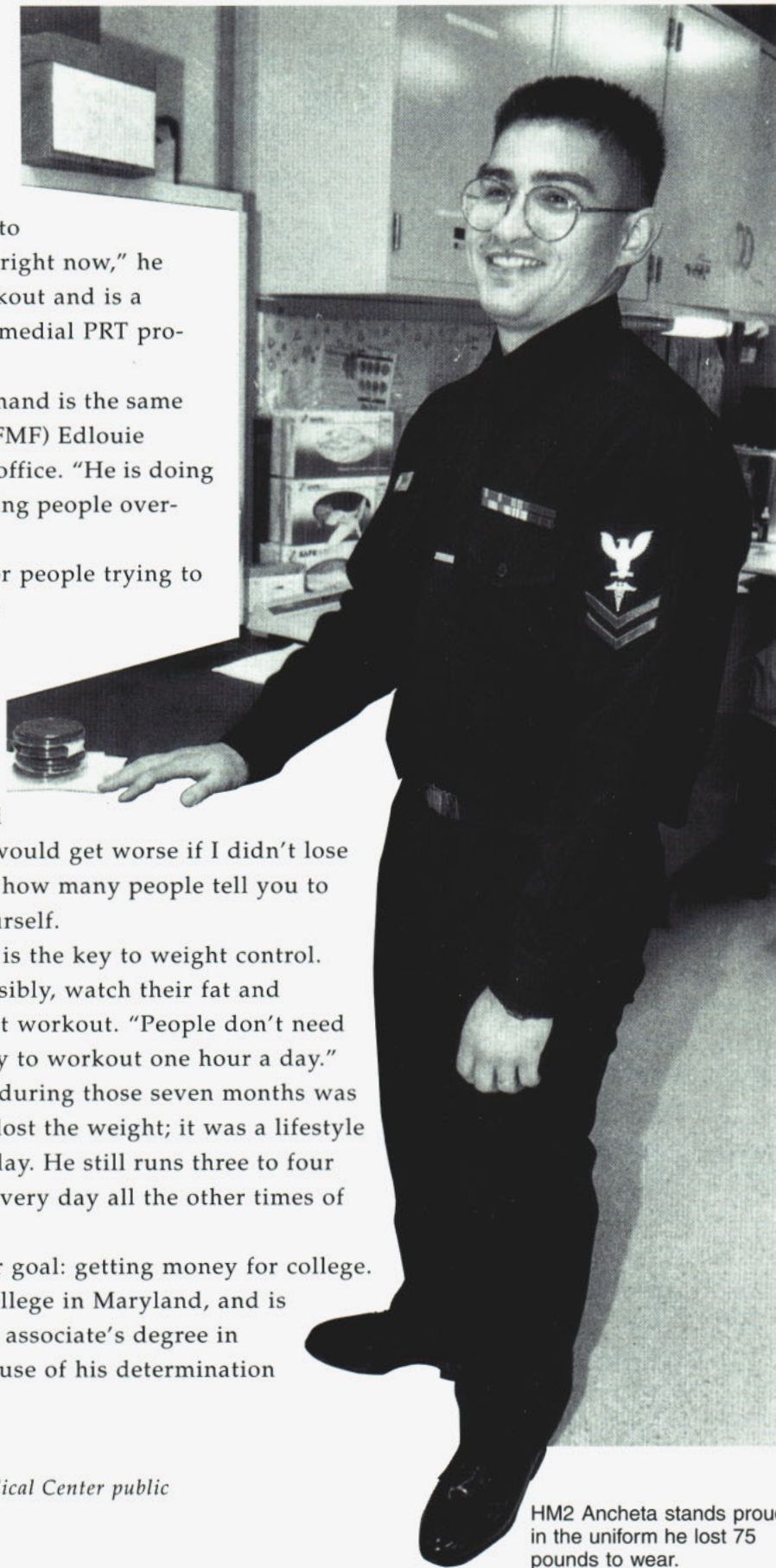
Ancheta offered words of advice for people trying to overcome those stubborn few pounds gained from the holidays or if they simply want to get back into standards. "Don't give up," he said. "Many people try for the first couple of days and quit," said Ancheta. "I used to get teased a lot in school, and as I got older I knew that my health would get worse if I didn't lose weight." Ancheta also said no matter how many people tell you to lose weight, you need to do it for yourself.

According to Ancheta, eating right is the key to weight control. He added that people need to eat sensibly, watch their fat and calorie intake and stick to a consistent workout. "People don't need to run five miles a day, but at least try to workout one hour a day."

The change Ancheta went through during those seven months was not just a temporary change until he lost the weight; it was a lifestyle change — one he is still following today. He still runs three to four times a week during the winter and every day all the other times of the year.

The corpsman also reached another goal: getting money for college. He currently attends Montgomery College in Maryland, and is only 15 credits away from earning an associate's degree in science. And all of his success is because of his determination to better his life. ‡

Pollos is assigned to the National Naval Medical Center public affairs office.



HM2 Ancheta stands proudly in the uniform he lost 75 pounds to wear.

Summer weather

It's 90 degrees outside, and you and a friend decide to go for a run during lunch. About halfway through the run, your partner begins to sweat heavily, has a headache, feels weak, dizzy and has a queasy stomach.

These are the symptoms of heat exhaustion that could lead to heat stroke if proper precautions aren't taken. But, what should you do?

Get the person to a cool area and give them plenty of liquids to replace lost body electrolytes. Call a doctor if the person's temperature increases or approaches 105 degrees Fahrenheit.

"Most people think when they're thirsty it's time to get a drink," said Chief Hospital Corpsman (FCE) Edlouie Ortega of the National Naval Medical Center, Bethesda, Md. "But, by then you're already dehydrated. You should drink at least eight ounces of water every 20 to 30 minutes when working or exercising in hot environments."

According to Bureau of Naval Personnel (BUPERS) health and physical readiness division, heat exhaustion occurs when heat stress is untreated. Exhaustion is usually caused by prolonged sweating with inadequate fluid replacement.

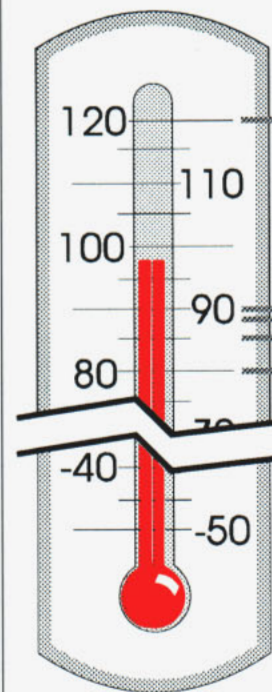
If heat exhaustion is not treated properly, it can lead to heat stroke.

Heat stroke usually occurs when the temperature rises above 90 degrees Fahrenheit and the humidity reaches 65 to 70 percent. The victim may not sweat; their skin is hot and dry; pulse is strong and rapid; and their temperature may be 106 to 112 degrees. The victim may also be confused, dizzy, cold, have nausea, or exhibit strange or agitated.

This is a medical emergency. Call 911, then begin cooling the victim with cool water, fans or cold packs. Try to have the person drink water or a sports drink, but do not force fluids on them.

"The victim should not be immersed in cold water because it could cause the victim to go into shock," said Ortega.

Weather conditions flags are flown to alert members to control their physical activity.



Black Flag
90 plus degrees
vigorous outdoor exercise is prohibited

Red Flag
88-89.9 degrees
physical activity is advised only for members who have been working out in similar heat for 12 weeks or more.

Yellow Flag
85-87.9 degrees
Physical activity is advised only for members who have been working out in similar heat for a minimum of 10 days.

Green Flag
80-84.9 degrees
Unrestricted physical activity may be carried out.

To prevent serious illness, most military installations have installed a Wet Bulb Globe Temperature (WBGT) index. The WBGT index is a combination of readings from three thermometers providing temperatures for dry, humid and radiant heat. These temperatures are combined to determine an accurate reading of heat stress intensity.

Next time you're outside, be aware of the heat conditions and monitor your body's reaction. It could save your life. ‡

Information compiled from the Command Fitness Coordinator Exercise Leader Handbook, BUPERS Health and Physical Readiness Division, Washington, D.C. 20370-5605.

r can take a toll

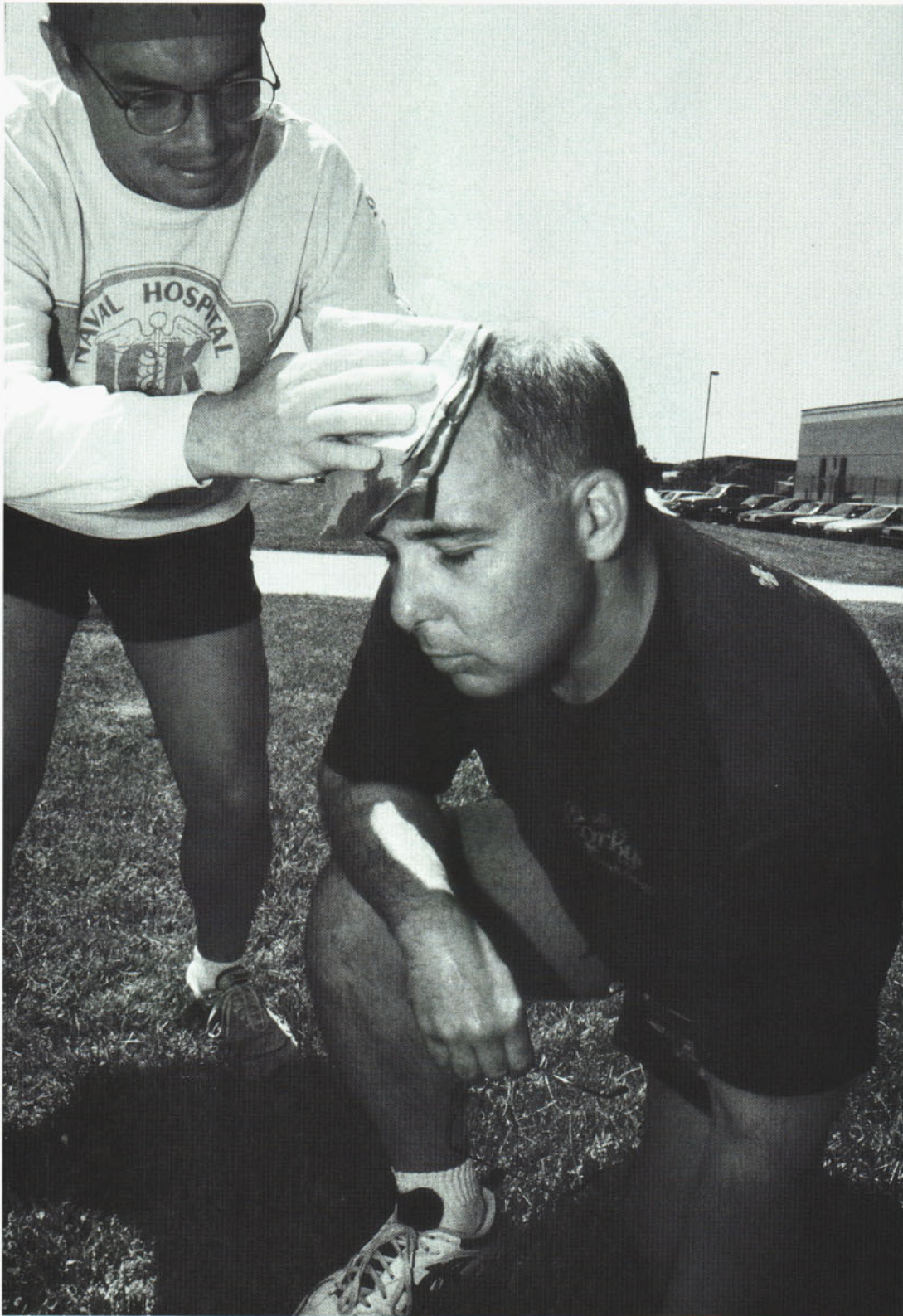


Photo by J03 Sam Dallal

▲ If proper precautions are not taken, heat exhaustion can lead to heat stroke.

Around the Fleet



Children from the Cholmondley Home gather around the VXE-6 Sailors and their boxes of skateboards that were donated through *Project Handclasp*.

Sailors deliver toys to children's home

CHRISTCHURCH, NEW ZEALAND — Navy Sailors recently spread goodwill and skateboards to some needy kids in New Zealand. They also donated three pallets of "Operational Handclasp" material to a children's home.

More than a dozen Sailors from Antarctic Development Squadron (VXE) 6 delivered three pallets of toys and supplies to the Cholmondley Home in Governor's Bay, including skateboards, rollerblades, helmets and hygienic materials.

"I like bringing happiness to kids," said Aviation Electronics Technician 1st Class Belinda Rhoten of Upland Calif. "It lets these kids know they are not forgotten."

VXE-6, has supported the Christchurch home for many years, providing Santas and Toys at Christmas parties.

During a hot Austral summer day VXE-6 Sailors and their Royal New Zealand Army bus driver descended on the home, bearing skateboards. After disembarking, the Sailors formed a "daisy chain" of hands and bodies to pass the boxes of toys into storage.

"Some will be given out at birthdays and as Christmas presents, said Tima Mulipola, one of the Cholmondley workers. "Some will replace broken toys. The kids love it." †

Story by JO2 David H. Lippman, public affairs officer for U.S. Naval Antarctic Support Unit, Christchurch, New Zealand. Photo by PHAN George V. Burton who is assigned to VXE-6.



It's a family affair for two *Blue Ridge* Sailors

Aboard USS Blue Ridge — A career in the Navy can offer adventure and new experiences, not to mention opening doors to new places and foreign lands. Whether you like it or not, separating from family and friends is inevitable.

Reuniting with a family member or friend who is also in the military, though sometimes difficult, is not impossible. Throughout the Navy, family members have been reunited onboard ships and at shore commands after months or years of separation.

This pattern repeated itself onboard the 7th Fleet flagship USS *Blue Ridge* (LCC 19) recently, when Master Chief Ship's Serviceman Frank Y. Estacio was able to spend his last enlistment in the Navy with his 22-year-old son, Yeoman Seaman Jay Estacio.

SHCM Estacio assigned to *Blue Ridge*, reunited with Jay after the younger Estacio received orders to the 7th Fleet Staff. Though assigned to different commands, the Estacios work only a short distance from one another.

When Jay decided to join the Navy, he knew he wanted to be near his father.



SN Jay Estacio and his father, SHCM Frank Estacio, greet their wives, Analiza (center right) and Joanifer (far right), and Jay's 10-month old son, Johnathan, upon return from a six-week deployment.

Now that Jay and his father are on the same ship they see each other almost every day. Even after almost 30 years in the Navy, it's still hard for Jay's father to get accustomed to leaving his family behind during a deployment. "Now, there's always someone to keep me from getting lonely," he said.

Although life isn't the same onboard *Blue Ridge* as it was when Jay was growing up in his mother and father's house, it doesn't change the fact that they're still family. "It hasn't changed our relationship - I still worry about him and want to help him," said his father. "When we're in uniform and people are around, we're in the military, but other than that we're family."

Jay said he is just glad to have someone like his father to teach him how to start his career in the Navy on the right foot. "He can give me the guidance I need to be successful." †

Story and photo by JO3 Brooks A. Knoll is assigned to USS *Blue Ridge*'s public affairs office.

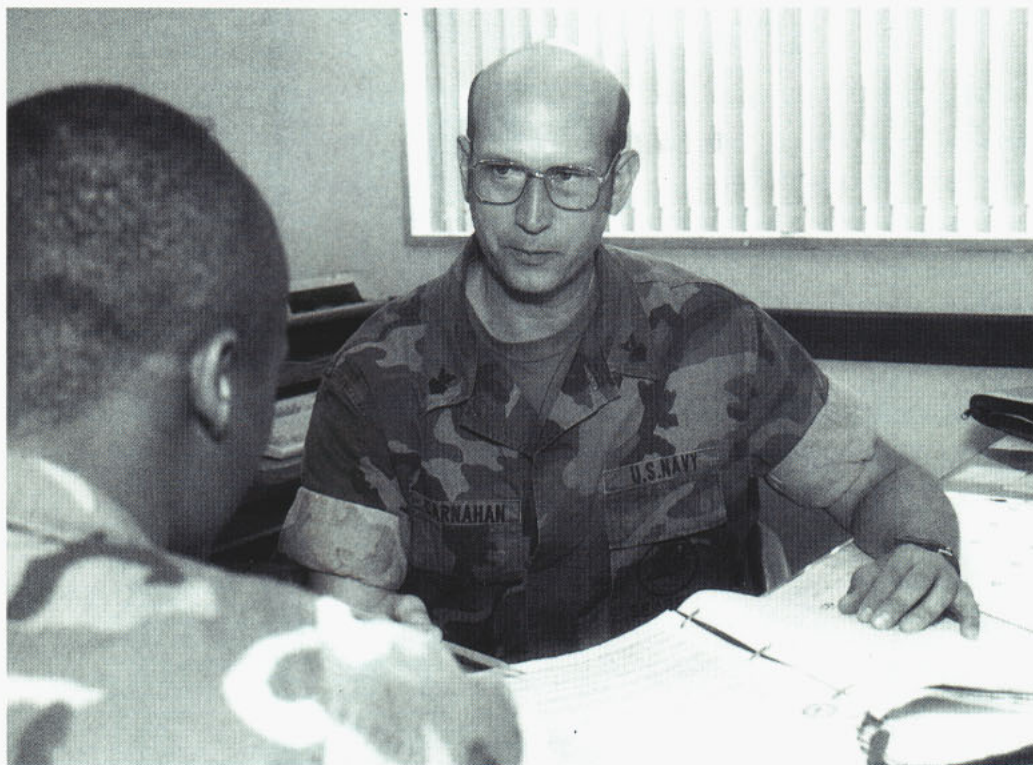
Around the Fleet

Experience is best teacher for DAPA counselor

Okinawa, Japan —

Imagine finding yourself driving down the highway at 60 miles per hour, wondering where you are, how you got behind the wheel and where you're going. For some, it's a pretty sobering thought. But for Utilitiesman First Class Scott Carnahan, a recovering alcoholic, it wasn't sobering enough.

"I was a blackout drinker," recalled Carnahan, "but [those experiences weren't] enough to make me stop drinking. By the time I was 26, I couldn't go more than four hours without a drink without suffering physical withdrawal. At that point, I didn't want to live anymore. I'd walk out in traffic and get mad if no one hit and killed me."



UT1 Scott Carnahan, NMCB 5's drug and alcohol program advisor, discusses the regulations regarding alcohol consumption with a new command member.

While he had tried to stop drinking before, the actual turning point came one day in May 1983, when Carnahan thought he would lose his children. That night he stopped drinking at 11 p.m. and stayed up until 5 a.m. the next morning, thinking about the direction his life had taken.

"The hardest thing about sobering up was dealing with the emotions which I had medicated

for so long," said Carnahan.

Three years later, he joined the Navy as a utilitiesman with the intention of serving as a Navy Drug and Alcohol (DAPA) counselor.

"I'd met one (DAPA) in Panama... I was impressed with the aftercare programs and the time that the Navy devoted to helping its people," Carnahan said.

As a DAPA Carnahan helps administer the Navy Alcohol and Drug Abuse Program (NADAP). It identifies individuals who may need help through enhanced detection, as

*"I don't want to see
them [Sailors] go
through the pain and
misery I went through."*

— UT1 Scott Carnahan



well as deterrence, at all levels. Carnahan is the DAPA for U.S. Naval Mobile Construction Battalion (NMCB) 5, Port Hueneme, Calif.

Carnahan explains that when you're deployed, it's not always possible to leave the job at work. And when the pressures get to be too much, some individuals may feel alienated or trapped, and may seek outlets, such as alcohol or drugs, which are counter-productive and harmful to themselves, their families and their co-workers. "I see some of these young kids with a lot going for them," said Carnahan. "But they're away from home and they're depressed, so they turn to the bottle like it's their only escape in life," Carnahan said. "I just don't want them to go through the pain and misery I went through."

DON'T LET ALCOHOL RUIN YOUR



For Carnahan, his experience with alcohol started earlier than most. He started drinking at the age of 11.

"I drank anything I could get my hands on. It made me feel equal to instead of lesser than

those around me. As long as I had alcohol, I didn't have to be me.

"When I came stumbling home, my younger brothers would help me upstairs and tuck me in. By the time I was 18, I had started going to the 12-step program meetings."

Carnahan now just enjoys life, plain and simple. He said he takes things one day at a time, and he tries to keep his life uncomplicated.

"My alcoholism and my recovery are important parts of my life. It's an ongoing process. My goal is to not drink today. I'm very much aware that I'm only one drink away from getting drunk. ‡

Story and photo by JO1 Lisa M. Novak who is assigned to NMCB 5's public affairs office, Okinawa, Japan.

Going for the gold!

NAS Pensacola — Aviation Boatswain Mate 2nd Class Stevens Mays was selected as an alternate for the 1996 Olympic wrestling team. Unfortunately, he didn't get to participate, but he's training for his next Olympic opportunity. His short term goals are to win U.S. Open Nationals and make the World Team. "I'd like to get a medal in the 1998 World Championships," he said.

Mays credits the Navy with enabling him to set high wrestling goals. "The Navy has supported me in every way. The Navy is my way of life, but wrestling is what I am. ‡

ABE2 Steven Mays Hopes to make earn a medal in the 1998 World Wrestling Championships.

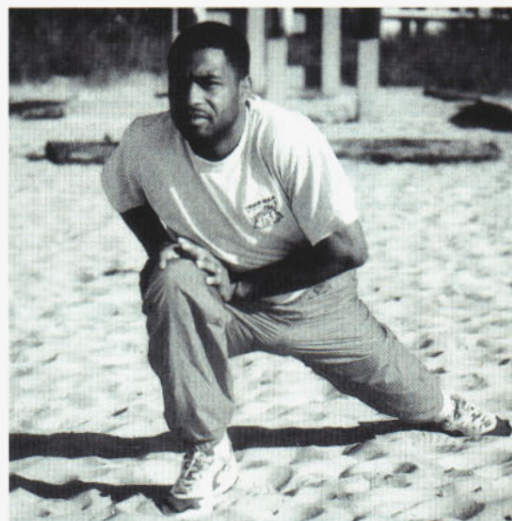
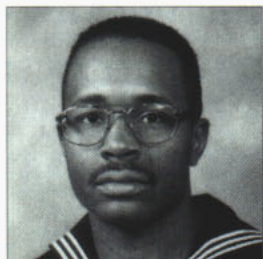


Photo by JO2 DAVID RUSH

Shipmates



Gunner's Mate (Guns) 1st Class (SW) George L. Conley, Jr. was selected as USS *George Philip* (FFG 12) 1996 Sailor of the Year. A native of Hazlehurst, Miss., Conley was selected for his professional achievements, resourcefulness and dynamic performance while serving as the leading gunner's mate and command career counselor.



Jana L. Hubner was named 1996 Employee of the Year for Naval Facilities Engineering Command Atlantic Division, Norfolk. Under her leadership, the housing staff simplified reporting requirements for the annual budget submission and review process, and helped customer activities plan and communicate their needs more accurately and quickly.



Radioman 1st Class Jacqueline M. Dennis qualified as an Enlisted Surface Warfare Specialist while on the 7th Fleet staff aboard USS *Blue Ridge* (LCC 19), deployed to Yokosuka, Japan. Dennis, a Newark, N.J., native, manages the defense satellite usage by more than 80 7th Fleet units. She recently submitted a package for the medical enlisted commissioning program and wants to become a Navy nurse.



Dental Technician 2nd Class (SW) Daniel P. Terry was selected as USS *Frank Cable* (AS 40) Dental Department's Junior Sailor of the Quarter 3rd Quarter, 1996. The Tampa, Fla., native is an advanced prosthetic technician who was recognized for outstanding customer service and skill at fashioning prosthetic devices.



Aviation Machinist's Mate (AW) Shawn Thomas McMahon was named Helicopter Anti-Submarine Squadron Light 37's 1996 Sea Sailor of the Year. The Bellefonte, Pa., native was selected for his outstanding leadership ability, technical knowledge and personal dedication.

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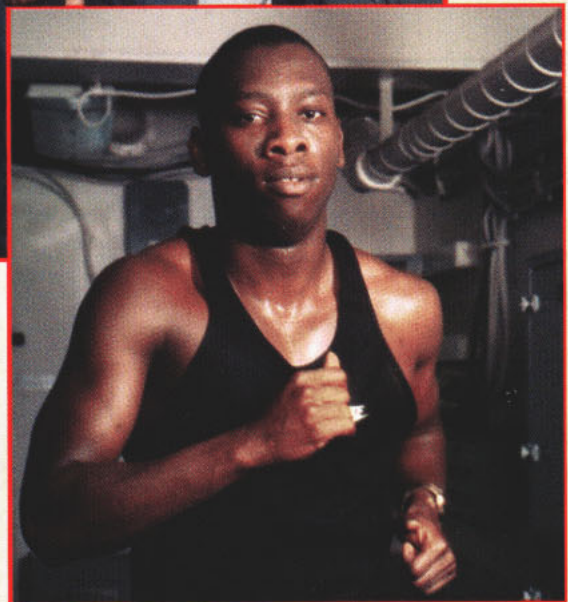
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Photo by PH2 James E. Vidrine



An SH-60F *Seahawk* helicopter from Helicopter Anti-Submarine Squadron (HS) 5, Jacksonville, Fla., delivers mail to USS *Scranton* (SSN 756) homeported in Norfolk. Both HS-5 and *Scranton* are deployed to the Mediterranean with USS *George Washington's* Battle Group.



Name: OS1(SW/AW) Randall Glover

Assigned to: USS *Boxer* (LHD 4), Operations Department

Hometown: Shreveport, La.

Job description: O1 divisional leading petty officer; responsible for supervision of 40 Sailors in *Boxer's* CIC. Collects, processes, evaluates and disseminates pertinent command and control information to decision-making stations.

Achievements: *Boxer* Sailor of the Year for 1996. Qualified Enlisted Aviation Warfare Specialist and awarded third Navy Achievement Medal.

Hobbies: Running and reading.

Best part of the job: "Being able to mold and develop junior personnel into team-oriented players and contributors."

Keys to success: "Discipline of the mind. Stay out of situations that allow your fate to be decided by someone else. Stop talking about doing something. Just do it."

Prior tours: USS *Durham* (LKA 114) and company commander for the Broadened Opportunity Officer Selection and Training (BOOST) program.